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333 • March 2001

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Taking It Easy

Happy suicide? A cheery Syrian fish salesman committed suicide even though he insisted that he was "perfectly happy." In **a suicide note** he said he was fearful of "future unhappiness" and wanted to quit while ahead. Good thinking.

From our "Useless Tid-bit Department": Hey, drop this lil' jem when there's an embarrassingly long lull at a dinner party: The average human being sheds about 50 million **dead skin cells** every day. In just under four years a person sheds his/her own bodyweight in skin cells. Hell, nobody will feel like eating after hearing that.

A driving school owner became the 31st person convicted in a driver's-license bribery scandal at a Chicago examining station. Apparently, he didn't even bother to teach and spent all his time with examiners. Some of the students were such bad drivers that examiners, who took **$300,000 in bribes** in two years, actually gave the owner his money back. Some subsequently licensed drivers didn't even know how to start a car or engage the transmission, some turned directly into the traffic during the test, and in some cases, terrified examiners halted the test mid-trip and hitchhiked back to the station.

Now here's an eerie piece of information (making me glad I live right here in the land of fruits and nuts). Officials believe that the voracious and largely indestructible Asian swamp eel has somehow made its way to within a mile of Florida's Everglades National Park and poses an imminent threat to its balance of nature. The 3-foot-long eel apparently **eats anything in its path,** has no known enemies, survives in salt and fresh water and on land, can change genders in order to facilitate year-round breeding, lays 1,000 eggs at a time, and is so durable that one lived in a wet towel for seven months with no food or water.

I guess those summer festival people have come up with exciting activities so that they can lure the townspeople to the festival. At a summer festival in Pennsylvania a popular **"chicken-flying contest"** had been abandoned for 10 years. But the hue and cry of the populace brought it back. Here's how it works: Chickens are placed in ordinary mailboxes which are then abruptly opened with a toilet plunger which somehow sends them flying hundreds of feet, with the longest flight winning first prize. (During the 10-year chicken-flying hiatus, cow-patty bingo was featured but it just didn't do the trick for excitement.)

She wanted to take the train so she went to the station but found she was on the wrong track—the one she wanted was on the other side of **a slow-moving train.** So figuring the shortest route was a straight line, she crawled under the slow-moving train and in so doing, lost the toes on her right foot (Must have been a blonde.).

The mayor of a French resort town that has no cemetery vacancies and a restrictive land-use law, prohibited dying except by people with **burial space.** (What are they gonna do if you die, put you in jail?)

Now here's a really good example of an entrepreneur. A farmer converted his land to a more lucrative use: attracting foxes and selling their urine in pump-spray containers ($1,1.95 for 16 oz.) to landowners to keep nuisance animals away with the "presence"of a predator. According to a report in the local newspaper, the farmer said the tricky part was **a "trade secret."** The tricky part? Getting the non-domestic foxes to urinate in an orderly fashion (orderly fashion?) and then collecting it all (10,000 gallons a year). Yes, that would be pretty damned tricky.

Here's one from our "Dumb Crooks" File: A 17-year-old boy was arrested for attempting to emulate the notorious **"Rooftop Robber"** who had burglarized more than 40 businesses by entering through roofs. But unlike the "Rooftop Robber," the 17-year-old crashed through a false ceiling in his first job, broke a sink standing on it trying to climb out, then made it to a false ceiling and crawled to an adjacent store, but fell through that ceiling too, injuring his ankle, and then finally, on his way out, tripped the burglar alarm and fell into the arms of the waiting police.

A deceased's family sued the cemetery over a bad embalming, though they did admit that park employees worked diligently to **swat flies** off the open casket during the memorial service. Nice touch.

And now, an easy way to end a marriage: Remember the dead horse in the bed in the movie *The Godfather*? Well, this woman let her husband's hunting dog loose and it was run over by a motorist. He was so upset that he put **the dead dog** in her bed right next to his wife. (Must have been messy considering that it had been run over.)

Now follow this one carefully. A man was found dead in the basement of his home. He had died of suffocation. He was wearing a pleated skirt, white bra, black and white saddle shoes, and a woman's wig. He was also wearing a military gas mask that had the filter canister removed and a rubber hose attached in its place. The other end of the hose was connected to a hollow wooden section of bedpost approximately 12 inches long and 3 inches in diameter. This bedpost was inserted into **his rear end** (for reasons unknown) and was the cause of his suffocation (that's what the report said). Police found the job of explaining the circumstances of his death to his family members "very awkward." (Well, no shit!)

Easyriders®

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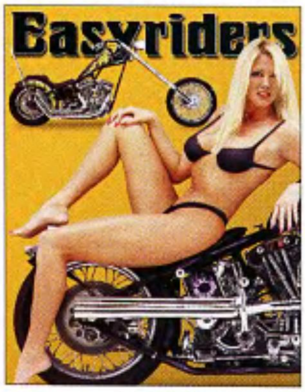

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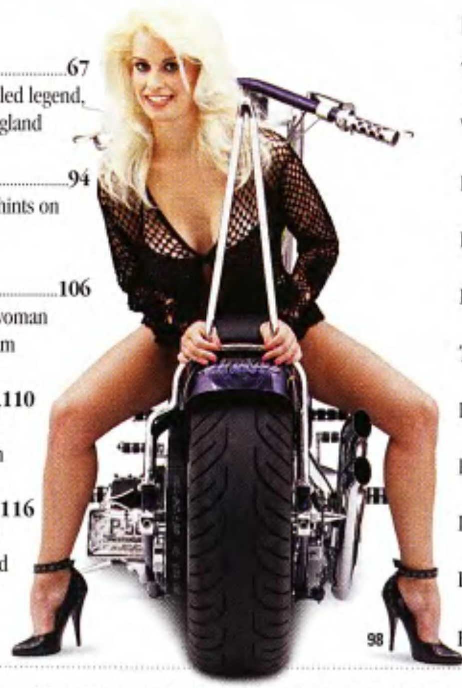

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Cover photo of the ravishing Roxy LeRoux with Rick Poster's '74 shovelhead by Michael Lichter. Rick Fairless' ER Dallas chopper photo by Frank Marott. Special imaging by miraculous Mark Evangelista.

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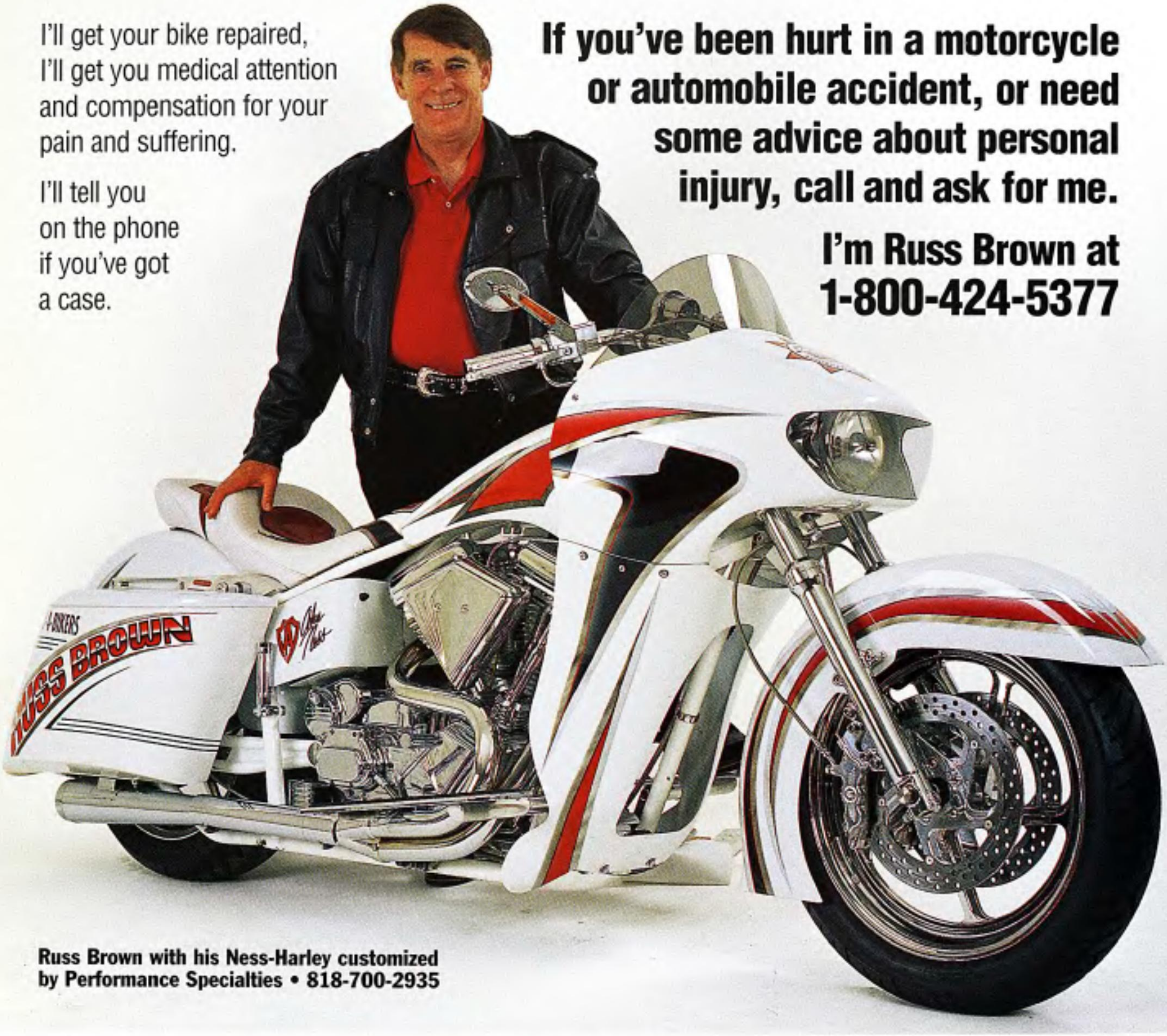

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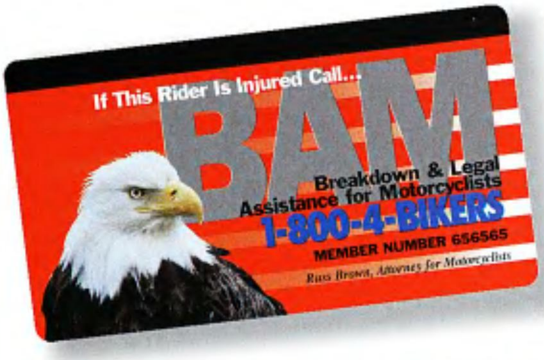

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WordMonger

EJ Potter

Great piece on EJ Potter, the Michigan Madman (Dec. '00 issue). Saw that very same bike (on page 68) at the old Raven Rock Dragstrip in my home town of Portsmouth, Ohio, must have been in the early '60s.

Always wondered whatever happened to EJ. Called and ordered his book. Thanks for the info.

Fast Eddie
Alliance, Nebraska

A Sniveler After All

Been a reader/subscriber of this rag for quite a spell. Seen a lot of changes, most of which piss me off, but I won't snivel. Anyway, y'all did a real good thing in featuring Jay Hall's '51 (Page 9 in the Dec. '00 issue).

That there sickel is class at its best. Not only a clean looking chop in the tradition of choppers, but a bike that was envisioned and mainly built by one man.

Big slice of raisin pie to Mr. Hall for his fine, upstanding work, and the crust for you guys for featuring it. (Ya get more if you feature more of these and less of the halfa-crotch-rocket-not-wrenched-by-the-owner-built-for-a-friggin'-fashion-show-that-no-self-respecting-real-biker-would-have-hunks-of-after-market-over-priced-under-ridden-who-really-cares-if-it-wins-the-show-it's-about-riding-chunks-of-crap.) Okay, I sniveled. So what.

Duke
Plainfield, Connecticut

A Critique

Long, lean and beautiful. An entire raisin pie for the crew at Triple C. Mark's "Death Trap" (Nov. '00 issue) is absolutely a work of art. Form and function blended into one long piece of perfection has made the hair stand up on the back of my neck.

One small request. Please put the bimbos behind the bikes. After all, this is the best motorcycle mag in the known universe, right?

Tinman
Mountain View, Missouri

Needs A Banner

I'm a 1st lieutenant in the Marine Corp and am awaiting a six-month deployment with my platoon in August. We will sail to and train in such places as Australia, Singapore, and in the Middle East. Our collective call sign for the platoon is "Easyriders." The platoon consists of 14 assault amphibian vehicles (AAVs) that are tracked-amphibious-armored personnel carriers.

Can you send us one of those big Easyriders banners like you see at the shows to be used in our photos throughout our journey? We need to receive them before August 14.

(The enclosed photo was taken during a training exercise in Twentynine Palms, California.)

Wyndham K. Buerlein
Carlsbad, California

Unfortunately, this letter came across our desks too late to honor the request.

A Helmet Advocate

Much has been written in your magazine and others about state helmet laws, and if they should all be repealed. I want to add my experience to the debate.

I am enclosing a photo of my helmet which is a DOT certified one. The white line you see on the back of the helmet is actually a crack, which is all the way through. It was caused when a friend of mine and I were on the way to the Pentagon parking lot over Memorial Day weekend to ride in Rolling Thunder. He was behind me on a brand new Fat Boy. I slowed down and he lost control of his bike, causing him to crash into me from behind. I pancacked to the pavement, landing on my lower back and my head. To make a long story short, I ultimately ended up in a hospital two months later due to a large coagulated blood clot inside my skull.

Today, I'm fine, but I hate to think where I'd be if I had not been wearing the helmet. If I weren't dead, I would

probably be a vegetable.

My point is that while I also like to ride free and easy, this accident took place between two bikers who knew each other, and on a safe road. Accidents do happen, and in this one the helmet played a key part in protecting me from more serious injury. I for one intend to keep wearing a helmet, law or no law.

Fred Booth
Niskayuna, New York

That's why we say, "let those who ride decide." Freedom of choice.

What A Memory

I've been a supporter of your mag since you've been on the magazine racks.

I'm looking for a particular poster or issue of the magazine. David Mann did a poster for the magazine depicting a brother flying down the road on his bike, which was incorporated with the body of a chick. She was shown as being part of the bike, as if she were lying on her back, outstretched, arms forming the motorcycle forks. Her head was bent seductively back at about gas tank level.

This was a totally cool center spread. It was illusionary as though the chick and bike were one-with the brother having himself one hell of a ride.

No, I'm not smokin' something... would just like to get that center spread. I've checked the Dave Mann site on the net, but it's not there and I felt sure you people could help. How can I get one?

Bear
P.O. Box 18
Amboy, Illinois 61310

It was actually done by Eric Ladd, not David Mann, and it was in the May 1975 issue. It was only a center spread, never a poster. And you're right, it was quite unique. As to getting one, maybe someone out there has that issue.

Kudos For A Victory

I don't remember the name of the writer of the Victory test ride and evaluation your mag did a few years back, but the evaluation was very positive and fired me up about test riding one. Your mag has always been supportive of any serious entry into the market by an American product. Well, I didn't finish the test ride before deciding to buy it. What the writer of the evaluation didn't include was the ribbing I'd take or the snobs I'd encounter. Seems that brands other than Harley are acceptable only if the company went out of business (loyalty is fine).

I like Harleys but am fed up with Harley-Davidson. It really is too bad Excelsior-Henderson's pockets weren't as deep as Polaris'. The more manufacturers there are, the more innovation, quality, and lower prices we'll see.

The air/oil combination cooling on my Victory lets me do things I've never done on an air-cooled bike... like riding from Sacramento to San Jose (about 105 miles) at 80-85 mph, and I run down and pass every other cruiser I see.

I met the Reno Victory dealer and he told me what he tells his Harley-riding buddies who try to tease him about the looks of his Victory (Kudos for not trying to copy Harley). He tells them they only have to worry about what the taillight looks like 'cause it's all they're going to see. Every Victory rider I've met got off a Harley, but I was approached by a BMW rider who had test ridden a Victory and loved it but was waiting to see how they held up. I told him I've ridden the hell out of mine and hadn't had one mechanical problem.

So to anyone interested or open-minded enough to test ride one, I suggest you find a motorcycle dealer carrying them, as the Polaris dealers (not all) tend to be a little rah rah about Polaris and are not really in tune with bikers.

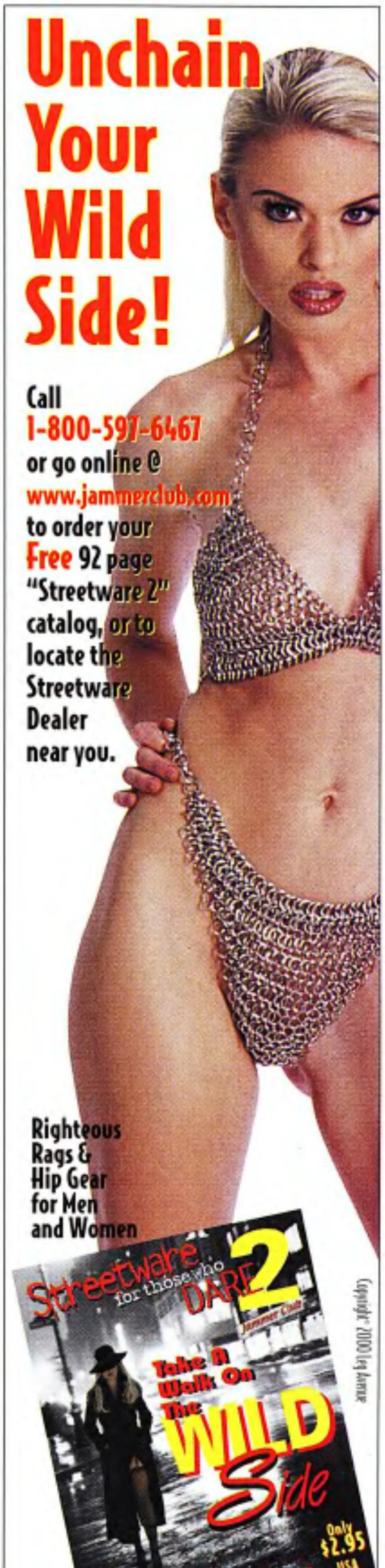
I know my letter steps on some toes, but if you ride, no matter what brand, I figure I have more in common with you than 99% of the population.

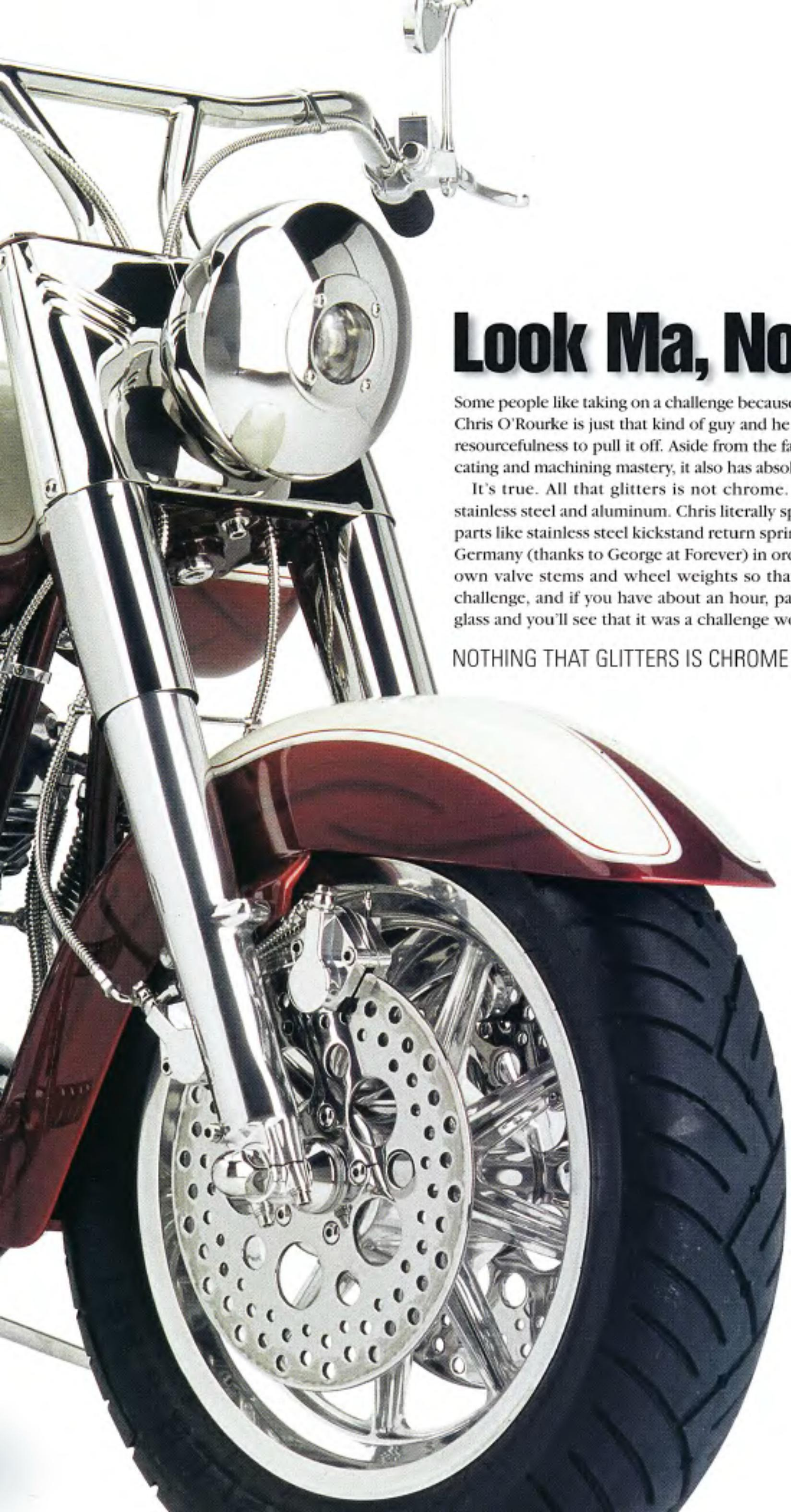
Stephen Siewert
Elk Grove, California

Department of Corrections

In our January 2001 issue (#331) we listed our lovely cover girl Gisela's Web site as www.foryoureyesonly.com. Sorry Gisela, we had James Bond on the brain. Our stunning vixen's actual Web site can be found at: www.onlyforyoureyes.com. Check it out, she's one hot mama!

—Carl the janitor





Look Ma, No Chrome!

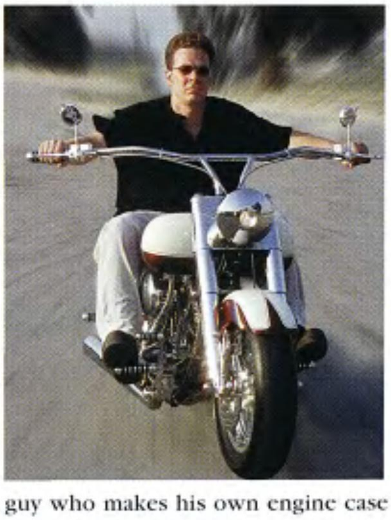
Some people like taking on a challenge because everyone else says it can't be done. Chris O'Rourke is just that kind of guy and he just happens to have the talent and resourcefulness to pull it off. Aside from the fact that Chris' bike is a feast of fabricating and machining mastery, it also has absolutely no chrome on it. No foolin'!

It's true. All that glitters is not chrome. As a matter of fact, it's polished stainless steel and aluminum. Chris literally spent years researching and locating parts like stainless steel kickstand return springs and brake bleeder nipples from Germany (thanks to George at Forever) in order to prove his point. He made his own valve stems and wheel weights so that every last detail was true to the challenge, and if you have about an hour, pan over this ride with a magnifying glass and you'll see that it was a challenge worth taking.

NOTHING THAT GLITTERS IS CHROME ON CHRIS O'ROURKE'S GLIDE

You naysayers out there can point out anything suspicious to your chrome-tinted eyeglasses, but quoting the man who put this sucker together, "There is not a drop of chrome on it." If Chris didn't make it, he sourced it or adapted some completely unrelated piece of hardware into a polished stainless steel widget for his motorcycle.

While you're looking at that swingarm, you'll be interested to know that it started out life as solid stainless steel bar stock which was then gun-drilled by Thompson Gun Drilling (San Gabriel Valley, California) to lighten it up and provide a wall thickness heavy enough to be strong as hell. Chris machined, welded, and applied his polishing wizardry to finish the swingarm to a shine so perfect you'd almost pass right over it. But take another look, and you'll start to see the many facets of this two-wheeled jewel, and then you'll start to understand what this guy is all about. The casual eye may overlook many of Chris' innovations, but to a craftsman, this bike is a true work of art.



Mods like split H-D rocker boxes; trick goodies like cast aluminum cylinders from Mike Poole; touches like the two top motor mounts (yep, go back and have a peek in between the splits in the rocker boxes) and the hidden wiring; modified frame and custom sheetmetal; leave us wishing we had the space to devote an entire tech manual to this bike. After all, a guy who makes his own engine case bolts is someone who is serious about details.

So before ya go making a bet over a beer sometime, over a seemingly impossible challenge, remember Chris O'Rourke and his sweet shovelhead. We offer up this pristine scoot as proof that nothing is impossible. —*Wordman*

Owner(s): ....Chris O'Rourke
City: ....Las Vegas, Nevada

General
Fabrication: ....owner
Year/make: ....1971 H-D
Model: ....FL
Assembly: ....owner
Time: ....6 years
Chroming: ....not a drop

Engine
Year: ....'71
Model: ....shovelhead
Rebuilder: ....Evo Engineering
Ignition:......................Crane Hi-4 C
Displacement: ....80 cubes
Lower end: ....S&S
Balancing: ....Evo Engineering
Pistons: ....S&S
Cases: ....H-D
Heads: ....H-D, Patrick Racing
Cam: ....Crane Fireball
Lifters: ....Crane I.C. hydraulic
Carb(s): ....S&S Super E
Air cleaner:............................owner
Pipes: ....owner
Mufflers: ....owner

Transmission
Year: ....'71
Modifications: ....drive belt
Shifting: ....foot
Primary drive: ....Super Max
Trans sprocket: 32-tooth
Wheel sprocket: 61-tooth

Painting
Molding:......................Bill Brakman
Painter: ....West Coast Color Works
Color: ..candy charcoal, red/cream
Type: ....House of Kolor
Special paint: ....Rick Walker

Frame
Builder: ....Paughco
Type:.............................swingarm
Rake: ....stock
Shocks: ....Progressive Suspension

Accessories
Bars:.......................................owner
Risers: ....built-in
Handlebar controls: ....PM
Fender(s):......................Tiki Alvarez
Headlight:..............................owner
Taillight:......................'55 Bug (Tiki)
Speedo: ....none
Front pegs:...........................owner
Rear pegs: ....owner
Electrics: ....owner
Foot controls:........Legends, owner
Gas tank: ....Tiki 7-gallon
Oil tank: ....owner
Oil system: ....S&S, H-D
Primary cover: ....Milwaukee Iron
Seat: ....High End Products
Mirrors:..................................owner
Grips: ....owner

Forks
Type: .... FL dresser
Builder:..................Evo Engineering
Special features: ......shaved brake mounts

Wheels

Front
Size: 16-inch
Make:.......................................H-D
Rim width:..........................3.5-inch
Tire: ....Metzeler 140
Brake: ....Performance Machine

Rear
Size: 16-inch
Make:.......................................H-D
Rim width:..........................3.5-inch
Tire: ....Metzeler 160
Brake: ....Performance Machine

Other special modifications:........
Too many to list, all stainless steel. Call (702) 914-2646 for more info.

Photos: ....John Wycoff

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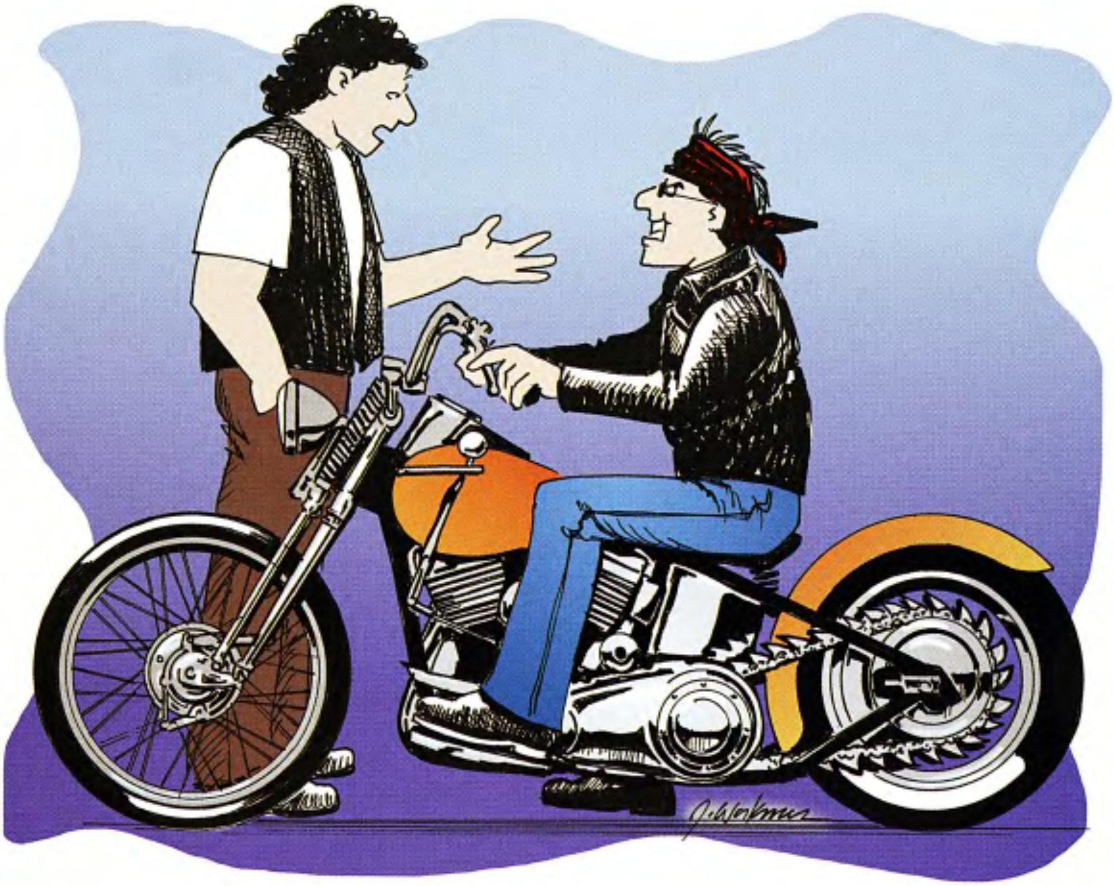

"So, why does everyone call it `The Chainsaw,' anyway?"

Motorcycle Accident?
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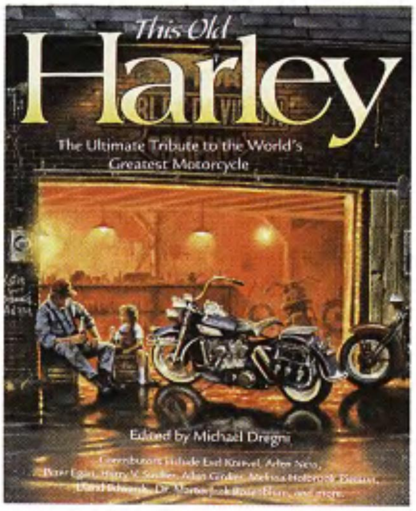
NCOM

PartsBox

Why We Ride

Here's the perfect cure for anyone you know who suffers from billet madness. *This Old Harley* combines cool stories, great bike art, posters, and all things visually H-D into a reminder that tradition deserves respect. Written by Michael Dregni and published by Voyageur Press. It's a good read, available at book emporiums or visit: www.voyageurpress.com.



Dunlop/Harley-Davidson

Tires, what else? It's a new series with the Harley-Davidson logo raised on the side walls of the D401, D402 and K591 righteous rubber wrap arounds. You can hook up with a 21-inch front blackwall, or a 16-inch front or rear blackwall or whitewall, all with an H speed rating. What you really need to know is that Dunlops have been standard issue on Milwaukee's finest since 1988. Check your bike's wheel spec potential at www.dunloptires.com/cycle, or dig in further at (800) 548-4714.

Scream IV

Courtney Cox is being chased by an incensed stalker, hell bent on running her over with... hmmm, never mind, wrong brain cell. This Scream refers to Performance Machine's newest set of discs, pulleys and sprockets that'll get ya there with a high-speed howl and then some. Give 'em a shout at (714) 523-3000 or visit www.performancemachine.com. Better yet, sneak up behind the engineers and pop a brown paper bag to get their attention.

Up Front and Personal

Ya want a classic Duo-Glide style lookin' front end? Gotta four-speed Big Twin 1949-later or a Softail 1984-1999? Well, wadda ya waitin' for? Factory polished lower legs, 12-volt 60/50 watt head light, chrome-plated steel fork brackets, pre-filled with the correct amount of fork oil, fork lock plate, upper and lower handlebar mounts, and it fits most custom frames. Where else ya gonna find such a deal? Mid-USA (www.mid-usa.com). No computer? Fughetaboutit! Call (800) 632-0024.

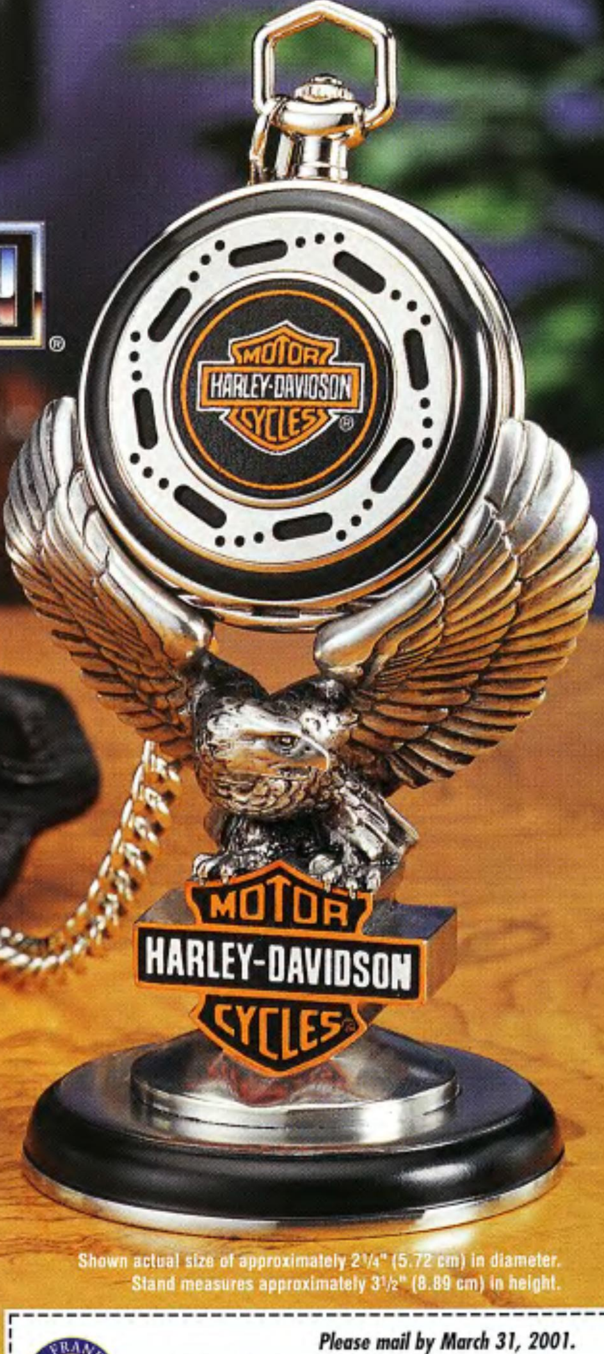
Rockin' Harleys

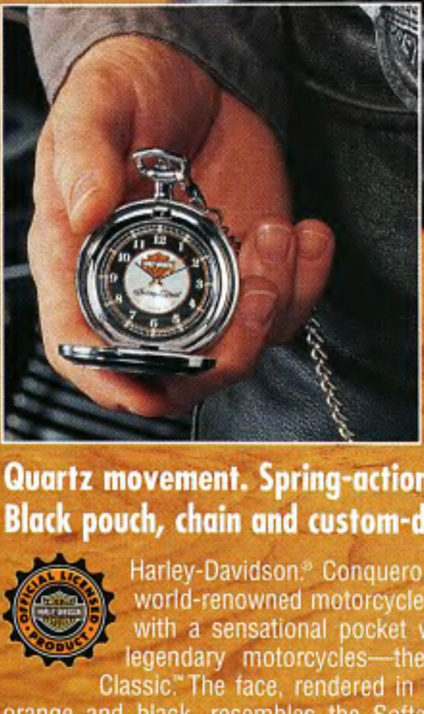
The young and the wheelless deserve a break. Thirty-five pieces of hand-cut solid walnut, oak, alder and birch, later, they can be happy Harley-ridin' rug rats, thanks to 2 Guys in Jeremiah's handcrafted wooden motorcycles. Think of it as a hobbyhorse with package, so to speak. Call (818) 345-7604, or cast your cyber eye over to www.ronnjohn.com for further details.

The Franklin Mint in association with
Harley-Davidson® presents

AN OFFICIAL HARLEY-DAVIDSON® POCKET WATCH

With features of the Great American Freedom Machine incorporated into the design of a precision timepiece.





Quartz movement. Spring-action lid.
Black pouch, chain and custom-designed stand.

Shown actual size of approximately 2 1/4" (5.72 cm) in diameter.
Stand measures approximately 3 1/2" (8.89 cm) in height.

Harley-Davidson.® Conqueror of the open road. Now, the world-renowned motorcycle manufacturer conquers time, with a sensational pocket watch inspired by one of the legendary motorcycles—the awesome Heritage Softail® Classic.™ The face, rendered in the familiar Harley-Davidson® orange and black, resembles the Softail's speedometer. The winder simulates the gear sprocket, and the stem the exhaust pipe. The spring-activated lid features the H-D logo printed on real leather and surrounded by a re-creation of a brake disc rich with accents of chrome and enhanced by a band of hand-applied black enamel. You'll even find the famous Harley-Davidson® motorcycle on the inside of the lid.

Complete with handsome pouch, watch chain, and display stand, custom-designed in the form of the Harley-Davidson® Eagle. Spend some quality time with Harley-Davidson.®

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The Franklin Mint
Franklin Center, PA 19091-0001

Please enter my order for *an official Harley-Davidson® Heritage Softail® Classic™ Pocket Watch.*

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**Plus my state sales tax and a one-time charge of $4.95 for shipping and handling.*

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TELEPHONE # (________) ____________________

20618-221-001

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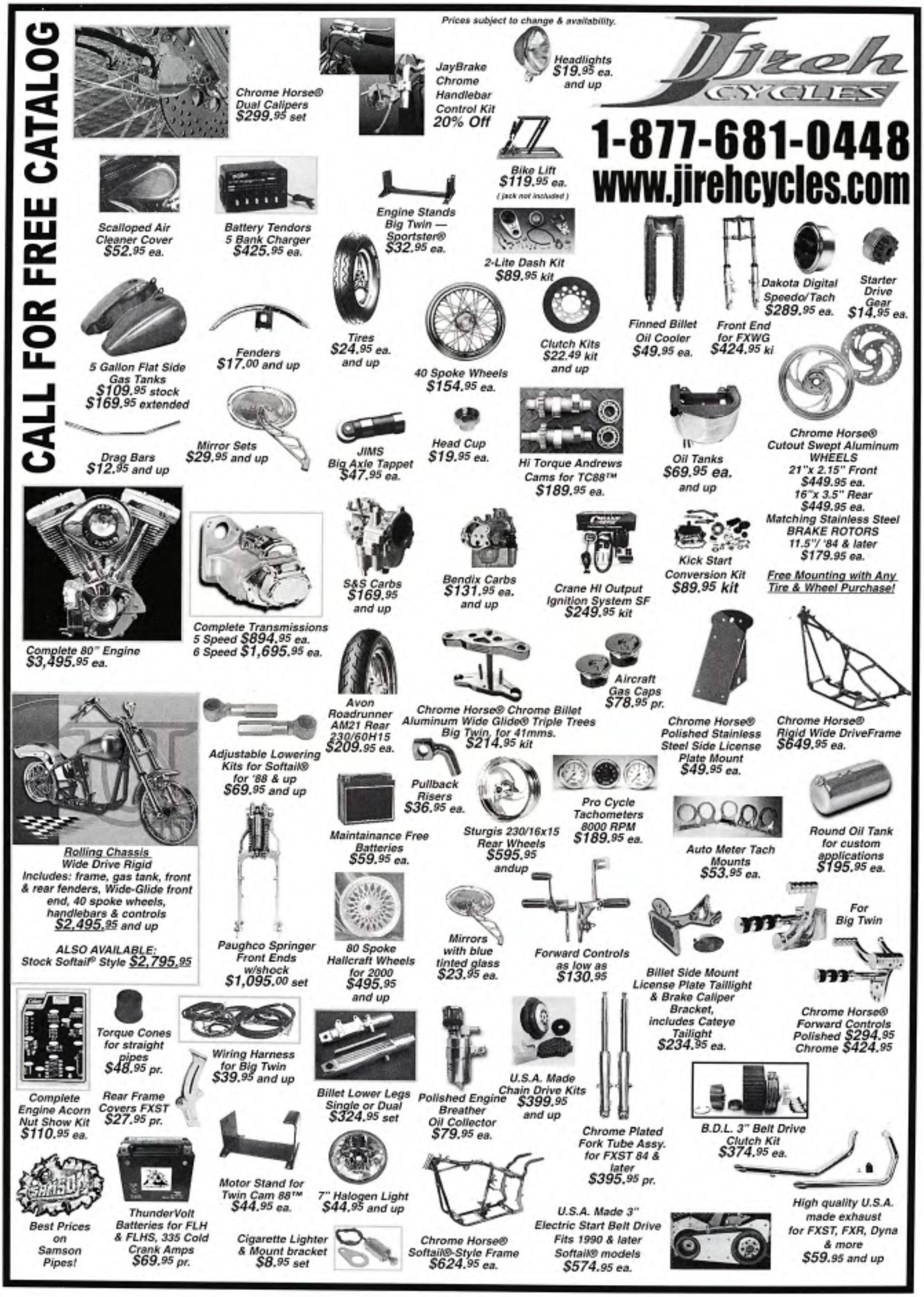
THE FRANKLIN MINT
www.franklinmint.com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Battery Tendors 5 Bank Charger $425.95 ea.
Engine Stands Big Twin — Sportster® $32.95 ea.
2-Lite Dash Kit $89.95 kit
Finned Billet Oil Cooler $49.95 ea.
Front End for FXWG $424.95 ki
Dakota Digital Speedo/Tach $289.95 ea.
Starter Drive Gear $14.95 ea.
5 Gallon Flat Side Gas Tanks $109.95 stock $169.95 extended
Fenders $17.00 and up
Tires $24.95 ea. and up
40 Spoke Wheels $154.95 ea.
Clutch Kits $22.49 kit and up
Drag Bars $12.95 and up
Mirror Sets $29.95 and up
JIMS Big Axle Tappet $47.95 ea.
Head Cup $19.95 ea.
Hi Torque Andrews Cams for TC88™ $189.95 ea.
Oil Tanks $69.95 ea. and up
Chrome Horse® Cutout Swept Aluminum WHEELS 21"x 2.15" Front $449.95 ea. 16"x 3.5" Rear $449.95 ea. Matching Stainless Steel BRAKE ROTORS 11.5"/ '84 & later $179.95 ea.
Free Mounting with Any Tire & Wheel Purchase!
Complete 80" Engine $3,495.95 ea.
Complete Transmissions 5 Speed $894.95 ea. 6 Speed $1,695.95 ea.
S&S Carbs $169.95 and up
Bendix Carbs $131.95 ea. and up
Crane HI Output Ignition System SF $249.95 kit
Kick Start Conversion Kit $89.95 kit
Avon Roadrunner AM21 Rear 230/60H15 $209.95 ea.
Chrome Horse® Chrome Billet Aluminum Wide Glide® Triple Trees Big Twin, for 41mms. $214.95 kit
Aircraft Gas Caps $78.95 pr.
Chrome Horse® Polished Stainless Steel Side License Plate Mount $49.95 ea.
Chrome Horse® Rigid Wide DriveFrame $649.95 ea.
Rolling Chassis Wide Drive Rigid Includes: frame, gas tank, front & rear fenders, Wide-Glide front end, 40 spoke wheels, handlebars & controls $2,495.95 and up
ALSO AVAILABLE: Stock Softail® Style $2,795.95
Adjustable Lowering Kits for Softail® for '88 & up $69.95 and up
Maintainance Free Batteries $59.95 ea.
Pullback Risers $36.95 ea.
Sturgis 230/16x15 Rear Wheels $595.95 andup
Pro Cycle Tachometers 8000 RPM $189.95 ea.
Auto Meter Tach Mounts $53.95 ea.
Round Oil Tank for custom applications $195.95 ea.
Paughco Springer Front Ends w/shock $1,095.00 set
80 Spoke Hallcraft Wheels for 2000 $495.95 and up
Mirrors with blue tinted glass $23.95 ea.
Forward Controls as low as $130.95
Billet Side Mount License Plate Taillight & Brake Caliper Bracket, includes Cateye Tailight $234.95 ea.
For Big Twin
Chrome Horse® Forward Controls Polished $294.95 Chrome $424.95
Complete Engine Acorn Nut Show Kit $110.95 ea.
Torque Cones for straight pipes $48.95 pr.
Rear Frame Covers FXST $27.95 pr.
Wiring Harness for Big Twin $39.95 and up
Billet Lower Legs Single or Dual $324.95 set
Polished Engine Breather Oil Collector $79.95 ea.
U.S.A. Made Chain Drive Kits $399.95 and up
Chrome Plated Fork Tube Assy. for FXST 84 & later $395.95 pr.
B.D.L. 3" Belt Drive Clutch Kit $374.95 ea.
Best Prices on Samson Pipes!
ThunderVolt Batteries for FLH & FLHS, 335 Cold Crank Amps $69.95 pr.
Motor Stand for Twin Cam 88™ $44.95 ea.
7" Halogen Light $44.95 and up
Cigarette Lighter & Mount bracket $8.95 set
Chrome Horse® Softail®-Style Frame $624.95 ea.
U.S.A. Made 3" Electric Start Belt Drive Fits 1990 & later Softail® models $574.95 ea.
High quality U.S.A. made exhaust for FXST, FXR, Dyna & more $59.95 and up

Minnesota Marauder

Donnie Smith is synonymous with... well, Donnie Smith. When the Minneapolis area master builder focused on a new personal ride, he knew he had to mix business with pleasure. The heady brew he conjured up was based on his new hardtail frame around which the 107-inch bar hopper was built. As the shop's chief fabricator Rob Roehl puts it, "It was a fun bike. We had done a couple of our softail-style frames, but we hadn't really built a rigid from our shop to showcase our custom parts. So I did my little stretch number on the one-off tank, massaged some sheetmetal, made a strap fender, then equipped it with a slew of Donnie's parts. Donnie debuted it at Daytona by us just riding it around town. Response was good for the bike and the frame."

D O N N I E   S M I T H   B U I L D S   A N   A L M O S T   K E E P E R

Donnie's pet project wears a fat 260 Avon on the rear end, capable of putting down a sufficiently wide contact patch to handle the hotrodded 107-inch Total Performance motor. It was a "first" three times around for Donnie. The first for the new frame, the first with the TP motor, and the first with a Baker six-speed tranny, obviously a triple header package that scored big time.

"The engine came as a package ordered from TP with the Edelbrock manifold and dual carb system," says Donnie. "We just took it apart and handled the cosmetics, adding paint and polish. Since then we've built at least a half dozen 113-cubic-inch TP-motored bikes, and everybody's real happy with the power and real happy with the reliability. They're also pretty cost effective for our customers who want the big motor. You can order them polished, satin finished or painted, and they fit right in our frame since they're configured for tall engines."

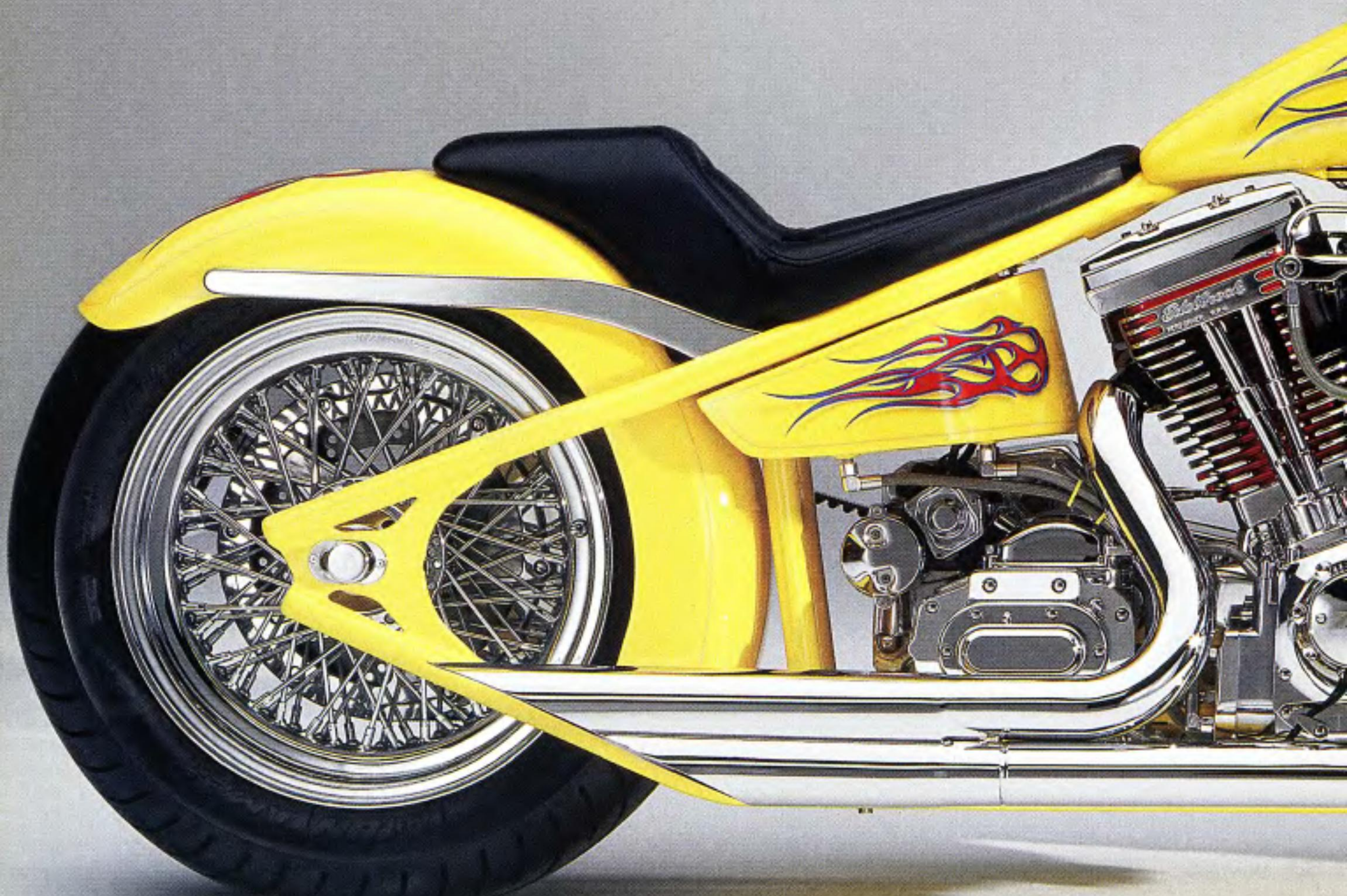
In addition to the chrome yellow beflamed paint job sprayed by Mallard Teal (what a great name for a painter, eh?), the bike wears a host of Donnie Smith production parts like the big, rolling front brake floaters, the slash cut dual pipes, and the handlebars with the built-in speedo cup, in addition to some special features like the brake side pulley set-up.

"It was a nice piece and a neat project for us to showcase both our shop talents and our new chassis. We've done a couple more since then as well." That's good news for Donnie, since a local rider, Terry Montpetit, snatched up this yellow banshee and is currently zapping around town on it. "Terry's been giving it a serious workout, putting a lot of miles on it, hitting the major events, and we've had no trouble with it."

Not the kind of guy to rest on his laurels, Terry, when he heard TP had the more powerful motor, swapped out the original 107 for the bigger inch 113. Donnie sums it up by adding, "He's been having a helluva good time with it."

Through Chrome Specialties, you can avail yourself of several Donnie Smith Signature custom components like the frame (designated the XTR Rigid), the pipes, covers, and handlebars. But if you want your own rigid rider designed by the master himself, you can reach Donnie Smith at (612) 786-6002.

—Paul Garson



Owner: ....Terry Montpetit
City: ....North Oaks, Minnesota

General

Fabrication ....Donnie Smith/Rob Roehl
Year/make: ....'99 Donnie Smith
Model: ....XTR Rigid Custom
Assembly: ....Rob Roehl/Don Tima
Time: ....4 months
Chroming: ....Pat Obinger

Engine

Year/model: ..1999 TP Engineering
Rebuilder: ....TP Engineering
Ignition: ....Crane Hi-4C
Displacement: ....107 cubic inches

Lower end: ....TP Engineering
Balancing: ....TP Engineering
Pistons: ....TP Engineering
Cases: ....TP Engineering
Heads: ....Edelbrock
Cam: ....Edelbrock
Lifters: ....TP Engineering, hydraulic
Carb: ....Edelbrock Twin
Air cleaner: ....Edelbrock
Pipes: ....Samson/Donnie Smith
Mufflers: ......Samson/Donnie Smith

Transmission

Year: ....'99 Baker 6-speed
Modifications: ....polished

Painting

Molding: ....Greg Smith
Painter: ....Mallard Teal
Color: ....chrome yellow
Type: ....House of Kolor
Special paint: ....Lenni Swarts

Frame

Year: ....1999 XTR
Builder: ....Donnie Smith
Type: ....rigid
Rake: ....38 degrees
Stretch: ....5 inches
Shocks: ....ain't none

Accessories

Bars: ....Donnie Smith
Handlebar controls: ......Perf. Mach.
Fenders: ....Jesse James
Headlight: ....CSI
Taillight: ....Leo DiOrio
Speedo: ....CSI
Foot controls: ....Ness

Electrics: ....Don Tima
Foot controls: ....CSI
Gas tank: ....CCI/Rob Roehl
Oil tank: ....Donnie Smith
Oil system: ....S&S
Primary cover: ....CSI
Seat: ....Keith Nybo
Mirrors: ....Ness
Grips: ....Drag-Hotop

Forks

Type: ....39mm narrow glide
Extension: ....2-inch under
Builder: ....Harley-Davidson
Special features: ....Little John triple trees

Wheels

Front

Type: ....Hallcraft
Size: 19-inch
Hub: ....Hallcraft
Tire: ....Avon
Brake: ....GMA

Rear

Type: ....Hallcraft
Size: 200-16
Hub: ....Kennedy's
Tire: ....Avon
Brake: ....Leo DiOrio
Photos: ....Mowers Photography

Happenings

ALABAMA
ABATE of Alabama
Info: (888) 800-2812

ALASKA
ABATE of Alaska
Anchorage
Info: (907) 566-3332
abateofalaska.net

Willow Run. HOG AK
Date: Apr. 14
Info: (907) 566-0999

Eureka Run. HOG AK
Date: Apr. 28
Info: (907) 566-0999

ARIZONA
ABATE of Arizona
Info: (602) 678-4012
abateofaz.com

Easter Seal Soc. Benefit
Date: Jan. 14
Info: (520) 881-9706

Bashful Bandit's
Poker Run
Date: Feb. 18
Info: (520) 881-9706

MDA Annual Poker Run
Date: Mar. 11
Info: (520) 881-9706

Ronald McDonald
House Poker Run
Date: Apr. 15
Info: (520) 881-9706

ARKANSAS
ABATE of Arkansas
Info: (501) 888-5893
arkansasabate.org

CALIFORNIA
ABATE of California
Info: (805) 641-2334
abate.org

ABATE Local 17
Freeze Your Ass Off Run
Date: Mar. 4
Info: (707) 446-4434

Motorcycle Swap Meet
Place: Ventura Fairgnd.
Date: Mar. 11
Info: (805) 650-6777

Jus' Bros MC Poker Run
Place: Stockton
Date: Apr. 21
Info: (209) 466-7455

11th Annual Pacific
Coast Dream Machines
Place: Half Moon Bay
Airport
Date: Apr. 29
Info: (650) 726-2328
miramarevents.com

COLORADO
ABATE of Colorado
Info: (303) 659-6374
abateofcolo.org

CONNECTICUT
Connecticut Motorcycle
Riders Association
Info: (860) 588-6666

DELAWARE
ABATE of Delaware
Info: (302) 658-8314

FLORIDA
ABATE of Florida
Info: (904) 943-9610
abateflorida.com

Christian Riders
Suncoast Bike Show
Place: Clearwater
Date: Feb. 10
Info: (727) 733-2222

U.S. Military Vets MC
3rd Annual Bunny Run
Date: Apr. 8
Info: (813) 784-6831

GEORGIA
ABATE of Georgia
Info: (404) 294-8900
abatega.org

15th Run to the Sun
Place: Savannah
Date: Mar 2-4
Info: (404) 294-8900.

HAWAII
Street Bikers United
Info: (808) 842-5530
streetbikersunited.com

IDAHO
ABATE of N. Idaho
Info: (208) 245-2320
abate-nid.org

Idaho Coalition for
Motorcycle Safety
Info: (208) 345-6231

ILLINOIS
ABATE of Illinois
Info: (800) 872-2283
abate-il.org

15th M/C Parts Show
Place: Belle-Clair Fairgnd.
Date: Apr. 14
Info: (319) 462-6011

INDIANA
ABATE of Indiana
Info: (800) 23-ABATE
abateofindiana.org

10th Ann. M/C Expo
Place: Ind. State Fairgnd.
Date: Feb. 22-25
Info: (317) 546-4344

IOWA
ABATE of Iowa
Info: (515) 858-5001
abateiowa.org

Cycle Show & Swap
Place: Iowa St. Fairgnd.
Date: Feb. 10-11
Info: (712) 262-8910

KANSAS
ABATE of Kansas
Info: (800) 657-5763
abateks.org

17th Annual Capital
City Motorcycle Show
Place: Topeka
Date: Mar. 16-18
Info: (785) 286-1586

KENTUCKY
KMA/KBA
Info: (800) 68-CYCLE
kmakba.com

LOUISIANA
ABATE of Louisiana
Info: (800) 393-5966
abateoflouisiana.org

MAINE
United Bikers of Maine
Info: (888) 229-9UBM
ubm-usa.org

MARYLAND
ABATE of Maryland
Info: (800) 843-0252
abate-of-maryland.org

Frederick County
Sweetheart Dance
Place: Mt. Pleasant,
Ruritan on Crum Road.
Date: Feb. 17
Info: (800) 843-0252

Cabin Fever Dance
Place: Reisterstown
Date: Feb. 23
Info: (410) 876-2778

5th Ann. Easter Egg Run
Place: Gambrills
Date: Apr. 14
Info: (410) 766-6497

Blessing of the Bikes
Place: Westminster City
Pond, Westminster
Date: Apr. 14
Info: (410) 876-2778

MASSACHUSETTS
MMA of Massachusetts
Info: (800) 432-1MMA
MMA-of-MA.com

MICHIGAN
ABATE of Michigan
Info: (810) 949-7146
abateofmichigan.org

MINNESOTA
ABATE of Minnesota
Info: (800) 224-6570
abatemn.org

MISSISSIPPI
ABATE of Mississippi
Info: (601) 587-0695
abatemn.org

MISSOURI
Freedom of Road Riders
Info: (800) 309-RIDE
forr.net

MONTANA
ABATE of Montana
Info: (406) 434-2473

NEBRASKA
ABATE of Nebraska
Info: (402) 489-0651

NEVADA
ABATE of Nevada
Info: (775) 753-8825
abateofnevada.org

Heart Throb Run.
Date: Feb. 11
Info: (702) 870-6121

St. Patrick's Day Run
Date: Mar. 11
Info: (702) 870-6121

NEW HAMPSHIRE
N.H. Motorcyclists
Rights Organization
Info: (603) 627-3528
nhmro.org

26th Annual M/C Flea
Market and Bike Show
Place: Hopkinton Fair-
grounds, Contoocook
Date: Apr. 29
Info: (603) 437-9464

NEW JERSEY
United ABATE of
New Jersey
Info: (732) 549-1990

16th Ann. Swap Meet
Place: Community Fire
Co. Leonardo
Date: Apr. 8
Info: (732) 870-6805

NEW MEXICO
ABATE of New Mexico
Info: (505) 585-9789

NEW YORK
ABATE of New York
Info: (716) 762-8461

M/C, Car & Truck Show.
Place: Suffern,
Rockland College,
Date: Mar. 30-Apr. 1
Info: (752) 657-8852

M/C Swap Meet
Place: Route 17, 10mi.
W. of Binghamton
Date: Apr. 21-22
Info: (607) 692-4784

NORTH CAROLINA
Concerned Bikers Assn.
Info: (910) 866-5434

26th Bike Show &
Swap Meet
Place: Charlotte
Date: Mar. 24-25
Info: (704)455-6245

NORTH DAKOTA
ABATE of North Dakota
Info: (800) 726-4094

21st Annual Freedom
Riders MC Bike Show
Place: Bismarck Radison
Date: Mar. 10-11
Info: (701) 663-8991

OHIO
ABATE of Ohio
Info: (800) 252-4537
abate.com

Meltdown Party 2001
Place: Sheridan's
Date: Feb. 24
Info: (330) 325-3322
(800) 252-4537

OKLAHOMA
ABATE of Oklahoma
Info: (405) 936-RIDE
abateok.com

ABATE Leg. B-fast
Date: Feb. 15
Info: (405) 936-RIDE
(7433)

Freedom Rally
Date: Mar. 15
Info: (405) 936-RIDE
(7433)

Mystery Poker Run
Date: Mar. 18 (Rain
date Mar. 25)
Info: (405) 936-RIDE
(7433)

OREGON
ABATE of Oregon
Info: (503) 285-4329
abateoforegon.org

ABATE of Oregon
Anniv. Party
Place: Portland
Date: Mar. 17
Info: (503) 252-4842

PENNSYLVANIA
ABATE of Pa.
Info: (717) 234-3777
abatepa.org/

M/C Parts & Bike Show.
Place: Harrisburg,
Farm Show Complex,
Date: Mar. 25
Info: (319) 462-6011

Philadelphia Spring Fest
M/C and Trade Show
Place: Fort Washington
Expo Center
Date: Mar. 31-Apr. 1
Info: (904) 252-3101
cycleprousa.com

Spring Fling M/C and
Trade Show
Place: York Cnty. Fair-
grounds, York
Date: Apr. 21-22
Info: (904) 252-3101
www.cycleprousa.com

RHODE ISLAND
R.I. Motorcycle Assn.
Info: (401) 722-1122

SOUTH CAROLINA
ABATE of South Carolina
Info: (888) SC-ABATE

SOUTH DAKOTA
ABATE of South Dakota
Info: (605) 256-2188
abatesd.com

TENNESSEE
CMT/ABATE of Tenn.
Info: (615) 907-0304
cmtabate.com

TEXAS
Texas ABATE Confed.
Info: (409) 849-0258
www.bdeweb.com/abate

UTAH
ABATE of Utah
Info: (801) 627-1117

VERMONT
Freedom of Road Riders
Info: (802) 325-3507

VIRGINIA
ABATE of Virginia
Info: (804) 846-8810

WASHINGTON
ABATE of Washington
Info: (425) 643-9675
abate-wa.org

WASHINGTON, D.C.
ABATE of D.C.
Info: (202) 546-0983

WEST VIRGINIA
ABATE of W. Virginia
Info: (304) 547-5495

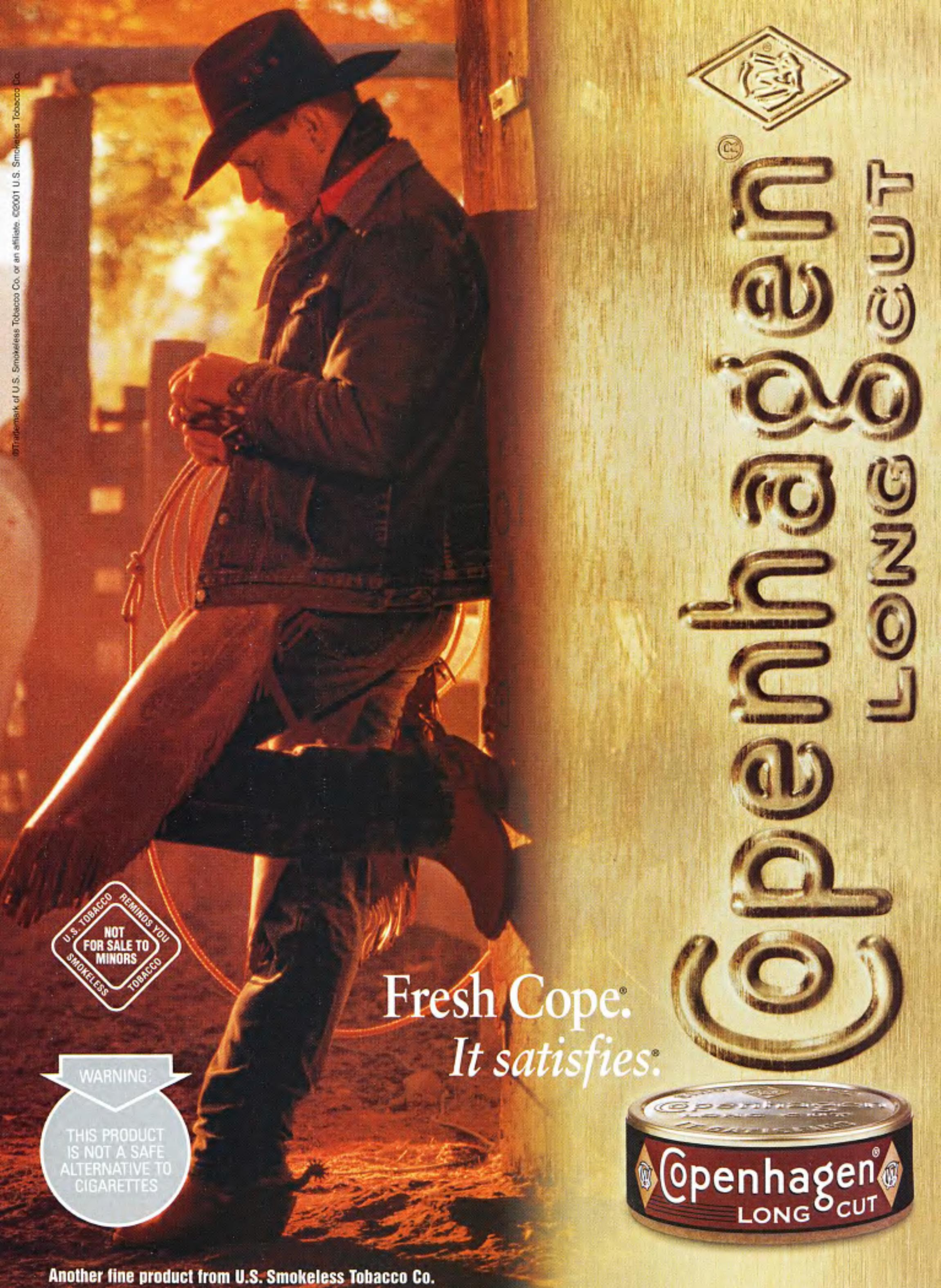
WISCONSIN
ABATE of Wisconsin
Info: (800) 386-4442

Motorcycle Swap Meet
Place: Eau Claire,
Downtown Civic Cnt.
Date: Feb. 18
Info: (715) 834-8389

WYOMING
Wyoming Assoc. of
Concerned M/C's
Info: (307) 235-1324
abateofwyoming.org/

M/C Show & Swap
Place: Central Wyoming
Fairgrounds, Casper
Date: Apr. 7
Info: (307) 234-1811
chromeontherange.com

To have your event listed, get the info to us at least 3 months in advance. We're as accurate as possible, but dates can change after publication—so check with the sponsors first. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376; fax: (818) 889-5214; www.easyriders.com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chops

Denver's Unveils Easyriders 30th Anniversary Chopper

Denver's Choppers was one of the shops that gave birth to the long bikes of old. Since 1967, Denver's has been stretching frames, building handmade extended springer front ends, and making legends. To commemorate the 30th Anniversary of choppers and *Easyriders* magazine's 30th Anniversary, Mondo of Denver's recently built and showed off a limited edition classic chopper at the Love Ride.

This Denver's rigid features such old school goodies as Denver's hidden oil tank rear fender, 16-over springer and adjustable pullback handlebars. All the sheetmetal was hand hewn by Mondo himself. Although this ghost flamed red ride is a blast from the past, it also features the latest technology such as the Panzer Neo-Pan 106-cubic-inch motor, a Baker 6-speed transmission, Primo's 3-inch Brute IV belt drive, an ART hydraulic clutch, a Keith Terry starter, and Performance Machine controls and brakes. The *Easyriders* 30th Anniversary special paint is by Denny Bloom of Kreative Kolors.

Photo: Markus Cuff

Watch for a full bike feature on this 30th Anniversary scoot in the June issue (#336) of *Easyriders*, on sale May 1, 2001. For info on how you can own one of these one-of-a-kind rides call Mondo at (702) 450-0169. — *Phantom*

celebrity know-how

Indian Larry in New York City

Photo: Brian Moss

New York City's kick-ass custom bike shop American Dream Machine (ADM) has recruited the iron know-how of legendary builder, artist, stuntman, magician, actor, and, well, all around character, Indian Larry. Their relationship began a few years ago when ADM asked Indian Larry to do motor and fabrication work out of his personal shop. Then, eventually, the self-described "motorcycle artist" drove his rigid across town and hung his helmet at the downtown SoHo shop to work his motor magic.

Well-known for his masterpiece choppers and incredible motor builds, on the artist's plate are several savory projects for ADM's tough NYC customers who seek power, perfection and uniqueness in their two-wheels. They want a bike that reflects their personalities, can go the distance and can hang tough, real tough on the chewed-up city streets.

"My favorite style to build is a hard core chopper. No nonsense, no bullshit. Big powerful motor, very lightweight bike, very responsive. I definitely like hardtails because I know how to set them up to get a comfortable ride," says Indian Larry. He's a visionary that can not only interpret the customer's requests, but educates them on best performance options. "I'm known for explosion-proof motors. If it's in the budget, I try to build a bike that they can take out and trash and nothing's going to happen to it. Even when I do a restoration motor for a stock bike like a panhead or a knucklehead, I do all different tricks. I don't even do it according to the book."

Indian Larry also has a line of products and apparel available for sale at the shop. American Dream Machine is located on Broome Street, a block west of West Broadway, (212) 343-5523. The shop sells new and used custom bikes and new Confederate Motorcycles. — *Sasha Mullins*

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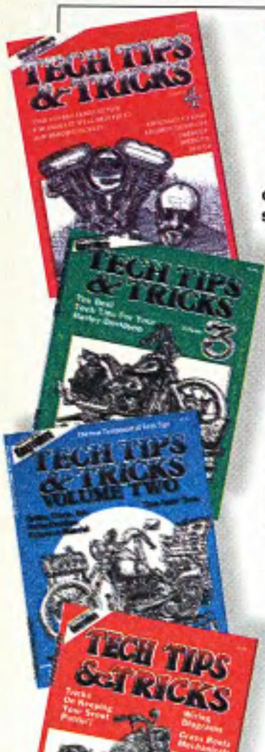

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at the movies

Summer Pix Picks Sledgehammer

A star is born. Ultra Motorcycle Company's heavy-duty Sledgehammer scoot is slated to make its big-screen debut this summer in Touchstone Pictures' upcoming movie *Bubble Boy*. Ultra is providing four 2001 motorcycles for the feature film shoot, the movie company recently announced.

"We are very excited to be able to play a role in this production and look forward to the opportunity to participate in future productions and promotional activities," stated Kraig Kavanagh, UMC director of sales and marketing.

The film's publicist, Toni Atterbury, calls *Bubble Boy* "a total outlandish comedy." The story centers on a young man, Jimmy Livingston (Jake Gyllenhaal), who was born with no immune defenses and has spent his life to-date in a disease-free plastic bubble room. Even though a prisoner of cruel fate, he is still driven by the mating instincts so keen in youth. In fact, he's head-over-heels for the girl next door, Chloe (Marley Shelton). When Chloe says goodbye to their hometown, Palmdale, California, and flies off to Niagara Falls (where else) to get married, there is no force on Earth powerful enough to prevent this kid from wresting the girl he loves from the arms of another—even though he's handicapped and she's the entire breadth of the country away. This, of course, is the insurmountable obstacle our hero must overcome.

After fashioning a mobile bubble suit to facilitate his escape from a seemingly inescapable prison (albeit wrought from parental concern for his well being), Jimmy is befriended by bikers in Las Vegas. As bikers do, they're quick to help this underdog in distress. Jimmy jumps onto the back of the leader's (Danny Trejo) Sledgehammer and off they rip to Jimmy's next rendezvous. With his eye ever on the prize, Jimmy finagles many modes of transportation in his relentless drive to his ultimate goal.

This humorous road trip is scheduled for an August release.

—Nomad

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coast-to-coast

Biker News

DID BIKERS ELECT THE PRESIDENT?

As we go to press, our nation and the world has finally heard the final pronouncement of who's going to be America's 43rd President in one of the closest elections in history. It has certainly been one of the strangest elections ever seen by the TV generation. As projected, George W. Bush will be our next Commander-in-Chief, and furthermore, it was the American biker who put him in the Oval Office!

Bikers' rights activists and motorcycle organizations from coast to coast supported and campaigned for George W because of his signing of the Texas helmet law repeal bill, his stated opposition to federal land closures to off-road riders, and his brother Jeb's recent signing of Florida's helmet repeal.

Which brings us to the point: In the winner-take-all Florida sweepstakes, at press time, Bush has won the Florida presidential vote and its critical 25 Electoral College votes by around 300 votes out of almost 6 million ballots cast statewide! Between ABATE of Florida and the Confederations of Clubs of Florida, more than 10,000 bikers backed Bush and could certainly be credited with pushing the razor thin margin into W's favor...that's "W" for WIN.

James "Doc" Reichenbach II, president and lobbyist for ABATE of Florida, has been an outspoken advocate of Bush's campaign; and ABATE supported his presidential bid.

"The Bush Brothers set two states free," said Doc, who also serves as chairman of the board for the National Coalition of Motorcyclists (NCOM), "and bikers across America went to the polls and voted for our friends. The idea that the whole election could come down to a few hundred votes in Florida is testimony to the fact that every vote counts; and bikers do vote!"

"It's nice to have friends in high places," said Sputnik, chairman of the Texas Motorcycle Rights Association and proud member of the NCOM Legislative Task Force, who campaigned extensively for the now former Texas Governor whose signature allowed Freedom of Choice for responsible adult

motorcyclists. "I'm sure that President Bush will do as much for our nation's bikers as Governor Bush did for Texas bikers."

George W. Bush will take the helm as one of the most motorcycle-friendly leaders since President Ronald Reagan helped save Harley-Davidson from bankruptcy by placing trade restrictions on foreign imports over 700cc's.

Congrats, President-elect Bush. How about a nation-wide helmet law repeal?

FEDS FUNDING SAFETY PROGRAMS: The U.S. Department of Transportation has announced the award of state and community highway safety grants totaling $147.9 million to all states and Indian Nations to "support planning to identify highway safety problems and to set goals and performance measures for highway safety improvement."

The grant funds, authorized by Section 402 of the Transportation Equity Act for the 21st Century, provide startup funding for new programs, give new direction and support to existing programs and fund evaluations to determine progress in improving safety in areas such as motorcycle safety, occupant protection, alcohol and other drug countermeasures, police traffic services, emergency medical services, traffic records, pedestrian and bicycle safety, speed control, and roadway safety.

"This long-standing program continues to fund new ideas and local approaches to safety," said U.S. Secretary of Transportation Rodney E. Slater.

GEMINI DRIVERS MOST DANGEROUS: British astrological research identifies accident-prone Geminis as the country's most dangerous drivers. According to Abbey National Motor Insurance, which surveyed 500 car drivers between the ages of 17 and 65, people born between May 22 and June 21 account for one-fifth of the accidents on Britain's roads.

Next in the accident rate list are Aquarians, who account for 18% of all UK road crashes, while the safest sign appears to be the cautious Cancerians who notch up only 1% of British smashes.

Sagittarians, adventurous and frank, send out rather mixed signals, being guilty of 12.5% of crashes.

A REAL CROTCH-ROCKET: A 24 mph go-ped which has had a jet engine fitted to it can now out perform a Ferrari by doing 200 mph, but it can't be driven on the country's roads. British mechanic Lee Dennick, has turned his machine into a mobile missile, but a recent ban on go-peds being driven on England's roads isn't the only reason whey he can't take it out. It also trails a 3-foot shaft of fiery flame behind it!

The $700 scooters are normally fitted with 23cc gas engines but Lee contacted Microjet Engineering of Haverhill, Suffolk, for an "upgrade" that came in the shape of a jet turbine with an afterburner—at cost of $7,000. Lee, 27, from Harrow, Middlesex, has so far only dared to ride it at 30 mph. He said: "The performance is mind blowing. I don't think I will be brave enough to go 200 mph...maybe 70mph. I live at home with my parents so I can afford to spend my money on silly things like this."

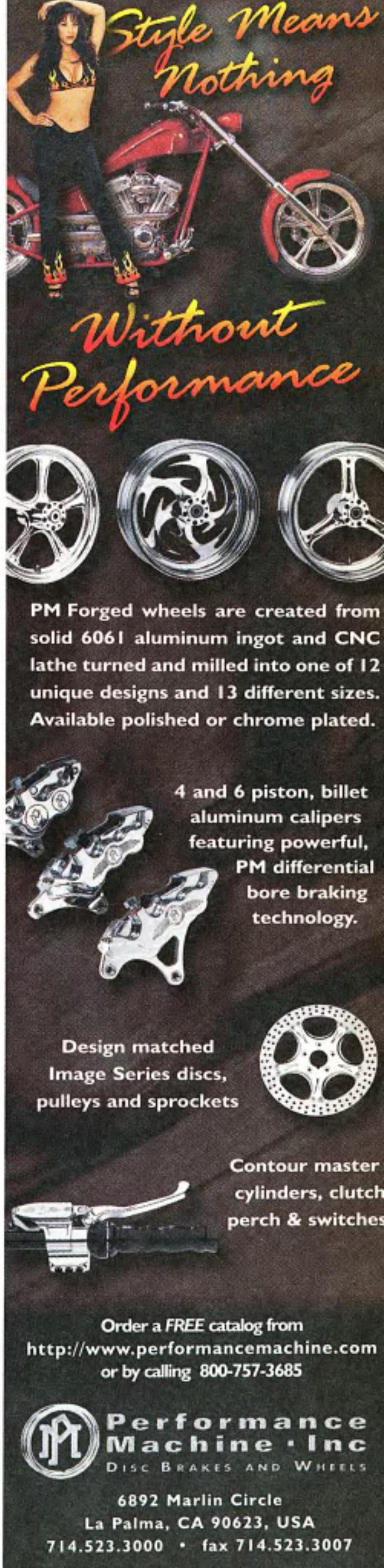
Microjet Engineering, which usually makes jet engines for the RAF, said they had to lengthen the scooter by a foot to make it long enough to take the engine. Lee will use his scooter on private tracks and hopes to show it off at the races.

Last week judges ruled that go-ped riders needed driving licenses and insurance to use them on public roads—in effect a ban, because it is impossible to get insurance for the go-ped.

INDIA BANS OLDER VEHICLES: The government of New Delhi, India, has decided to ban the driving of commercial transport vehicles older than 12 years and two-wheelers (motorcycles) older than 15 years. It follows an earlier Supreme Court directive that removes buses older than 8 years old and autorickshaws more than 10 years old. Affirming his government's intention to control vehicular pollution, Transport Minister Parvez Hashmi added that a similar "end-of-life" restriction on private cars will soon follow.

THOUGHT FOR THE DAY: "The ground of Liberty is to be gained by inches and we must be contented to secure what we can get from time to time and eternally press forward for what is yet to get."
—Thomas Jefferson

— BILL BISH
National Coalition of Motorcyclists



Photos: Markus Cuff

industry news

Indian Reveals 4 New Models

The Indian Motorcycle Company of Gilroy, California, brought out four new model bikes at this year's Love Ride. On display were their original Chief and Scout models as well as the new 2001 Spirit, Sport Scout, Centennial Scout and Centennial Chief to celebrate 100 years of Indian motorcycles (originally established 1901).

All the new Indians feature a proprietary transmission for 2001, new inner and outer primary covers, chain primary drive and wet clutch, and other new mods for '01 include a larger speedometer, new indicator light package, stainless steel oil tank, and new teardrop design mirrors.

The Centennial Chief sports white wall tires, comes with saddlebags and windshield and the saddlebags and seat come with embroidered logos. The Scout models will have a larger selection of parts and accessories and the Sport Scout is a rigid! The new Softail-inspired Spirit features proprietary gas tanks and fenders with nostalgic Indian shape, 2-into-1 exhaust, spoke wheels, and all the Indians run 88-cubic-inch S&S powerplants (with a new proprietary motor coming soon).

For more information you can call (408) 847-2221, or visit 'em online at: www.indianmotorcycle.com.

—Phantom

two-wheeled tidbits

Spanning the biking globe...

U.K.: Due to the diligent work on the part of the Motorcycle Action Group (MAG), motorcycles are now recognized as part of the solution to traffic congestion, not part of the problem. They'll not be charged a toll (a congestion charge) to enter central London. The logic of MAG's campaign to promote motorcycles to combat pollution and congestion took hold in Britain. Good news indeed for our brothers and sisters in that part of the world. Time for the "rest" of the world to take note!

Cyberspace: Custom Chrome has instituted a Virtual Showroom on the Internet featuring Interactive 3D. Customers can look at parts from all angles and decide if they want to buy them without driving across town and maybe not being satisfied and coming home empty handed. Now you can look first and "then" drive across town. Neat stuff, huh?

Las Vegas: We all remember hearing about that stunning motorcycle show the Guggenheim Museum put together last year. Well, now they plan to build on the Vegas Strip in two places. The Guggenheim Las Vegas and the Hermitage Guggenheim Museum will be built by the prize-winning architect Rem Koolhaas in the lavish Venetian Resort-Hotel-Casino.

The gallery's inaugural exhibition will be "The Art of the Motorcycle" that opened at the Guggenheim Museum in New York in 1998. Hey, this is cool. Like many of you, I didn't catch the original. Now, we've got another chance, and an excuse to go to Vegas.

China: This time it's "electrifying." They've got these "Jumping Antelope" brand of electric bikes that are going to be a big hit all over Asia real soon. The Jumping Antelope electrically-operated motorcycles are built by the Suzhou Little Antelope Electrically-operated Motorcycle Co. Ltd. in Jiaegsu province.

The bike has been chartered as the Anti-Pollution Vehicle in the 21st century by the Ministry of Foreign Trade & Economic Cooperation. What's more, over 1,800 Jumping Antelope Brand Electrically-operated motorcycles have been exported to America, Italy, and Thailand. Well, here's a cool Christmas toy for the kids, and maybe even some grown-ups too. I guess good old-fashioned capitalism and bikes are a good mix in China.

Bombay, India: Bajaj Auto, India's largest two- and three-wheeler maker is likely to post lower net profits in the first six months of 2001 due to a 25% drop in their scooter scales. The figure is 5.6% down from 2.48 billion rupees a year earlier. Analysts said Bajaj has been hit by a shift in buyers' taste from small Vespa-type scooters to motorcycles and small cars. I guess motorcycles are still the best way to get around this country. The popular and bigger Royal Enfield (used to be a British bike, way back when), is being sold here in the U.S. and I'm sure that had an effect also.

Daytona Beach: The Florida insurance industry is renewing a call to force bikers to strap on helmets after the deaths of five people during the recent Biketoberfest rally.

The AAA, and health and safety organizations fought hard during last spring's session of the Florida Legislature trying to block the helmet repeal for riders 21 and over that allows bikers to ride without helmets, as long as they carried $10,000 in medical insurance.

The industry lost that legislative battle, conceding defeat only after Gov. Jeb Bush signed the new helmet bill into law last June.

This is more proof the helmet fight isn't over anywhere we manage to win, folks. They'll come back at us with any excuse they can find. We need to be responsible riders or we'll never win this battle. When there are deaths of unhelmeted riders, we should take a close look at the actual statistics and circumstances.

Edmonton, Quebec: Edmonton Oilers tough guy Georges Laraque's latest hit was a costly one. While driving his $100,000 BMW he smacked a motorcyclists as he pulled into the *Edmonton Sun*'s (newspaper) parking lot for a photo shoot. "It's not a good day at all," the beefy Laraque said as he poked his sneaker at the dangling front bumper on his sparkling Beamer mere moments after the wreck.

The papers there said that the biker, whose bike suffered a little damage, was treated for "very minor scrapes" at the Grey Nuns Hospital and released. No charges were filed. Hey, anytime you go down, it isn't minor in my book.

Tokyo: According to the Kyodo news service, a biker in Japan figured out a way to rig a spy-cam in a ladies rest room and re-broadcast it through a radio system on his bike. Sounds like a new option (besides air bags) for Honda in 2001. I just gotta say the cops weren't impressed and he was promptly arrested.

Spain: A new concept to protect motorcyclists from hitting guard rails, or worse yet, those "cheese grater wires," has been developed in this country. It's a net that's set under the rail and prevents a body from sliding under it. An additional piece of protection covers the sharp edges of the crash barrier post. There may be other advantages to this such as preventing animals from running out in front of traffic, and maybe reducing the effect of lateral wind.

They also picked a white color for the net, for better road visibility in bad weather, and are talking about adding reflective devices into the net. This is just one example of safety engineering that really counts, and isn't an imposition on our personal rights. Could it be that highway engineers are beginning to realize scooter people are citizens too?

—Gunny, Oregon Aim Chief of Staff

stray parts

Feed Your Head

This month: cop cruisers, road ride-bys, and minivan mania... Nearly all the motorcycle cops I've had occasion to (*ahem*) meet on the streets have actually turned out to be fairly standup individuals. More than once, for example, I've been red-rayed by a local Mountie simply because he wanted to take a closer look at my chopped tintop—not to hand me the usual curbside harassment bull, but simply to compare mechanical notes and maybe get the name of a good chrome shop. Even more telling is that I've never, in 33 years of riding, been ticketed by a motor cop (which says a lot, believe me).

With that in mind, I'm pleased to report that a growing number of cities with two-wheeled fleets are getting hip to the fact that if they give these officers the option of personally owning and maintaining their on-duty putts in exchange for a city-paid monthly stipend, the locals can not only save a hefty slice of budgetary bread, but also have a happier saddle-slapping division on their streets. In Texas, for example, the cities of Houston and Arlington have long ago adopted this program with bitchin' results, and it looks like Fort Worth will be next to follow suit.

The coolest part of the whole deal is that the PeeDees will usually allow their motor cops to choose the brand and model of their patrol bikes, and you know what that means. As Captain Harry Jones, Fort Worth's Traffic Division Commander (in Cowtown, Kawasakis are the current city-owned marque) predicts: "If [the program] is approved . . . there's going to be a run on Road Kings at the Harley-Davidson store." Sounds like a definite step up to me.

Before I drop that subject, I want to get something off my chest. I should add here that many times when my panhead bitch has decided to take her occasional crap by the side of some godforsaken country road at 2 or 3 in the ayem, it has been these same aforementioned motor cops who've been the first to stop and lend a helping hand. Same thing if another scooter jockey happened to be rolling by, right?

But as you've probably noticed, the second part of that equation simply ain't on the blacktop blackboard anymore. Recently while throttling down the Interstate, my FLH dropped into her PMS mode and decided to develop what I later found out was a constipated fuel petcock (it was aftermarket Taiwan junk, natch). So there I was, canted off on the soft shoulder on a crystal-clear autumn afternoon, with bikes of every make and stripe—but mostly brand-new H-Ds—booking down the highway as I was trying to dope out what the hell the pan's problem was.

Not one of these so-called "bikers" stopped. Not one in 45 minutes, and I counted over 60 of these newly leathered wannabes who blithely putted right on past my broken-down ass (carefully avoiding any eye contact, the sorry bastards). Gimme the bad old days when we all hung together.

(Deep breath). Okay, I feel better now, except I just scoped an automotive press release trumpeting all the new whiz-bang technology being incorporated into the latest lineup of the straights' traveling-circus boats—that's right, minivans and SUVs. Dig this scary happy-crappy, Matilda: ever since the first VCRs were offered as optional equipment in minivans three years ago, every Cager Family Robinson out there has been chomping at the bit to upgrade to its very own "rolling entertainment center," being mercifully—but only temporarily—held back by the price tag. Well, no more; now that DVDs have become the hot ticket and driven down the cost of VCRs dramatically, we can expect nearly all of this year's land whales to be equipped not only with VCRs, movie screens, TVs, and Nintendo setups to distract these bozos from seeing us in traffic, but also with sound-sealing headsets to prevent them from even hearing our pipes. Perceptually, we're toast, in other words.

And here's the kicker: by maintaining the fiction that only backseat riders will be tuning in to the latest chair-throwing episode of "*The Jerry Springer Show*," the auto industry is actually touting these onboard distractions as safety features, their reasoning being that by keeping their Ritalin-dosed rugrats occupied, the operator will concentrate more fully on driving. (Oh, you betcha.)

Until next month, ride like you're invisible—and watch out for those treacherous patches of black ice. —*Savage*

investment news

Two-Wheeled Investor

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Symbol	Company	Date Public	Last Quote	Date	52-week High/Low
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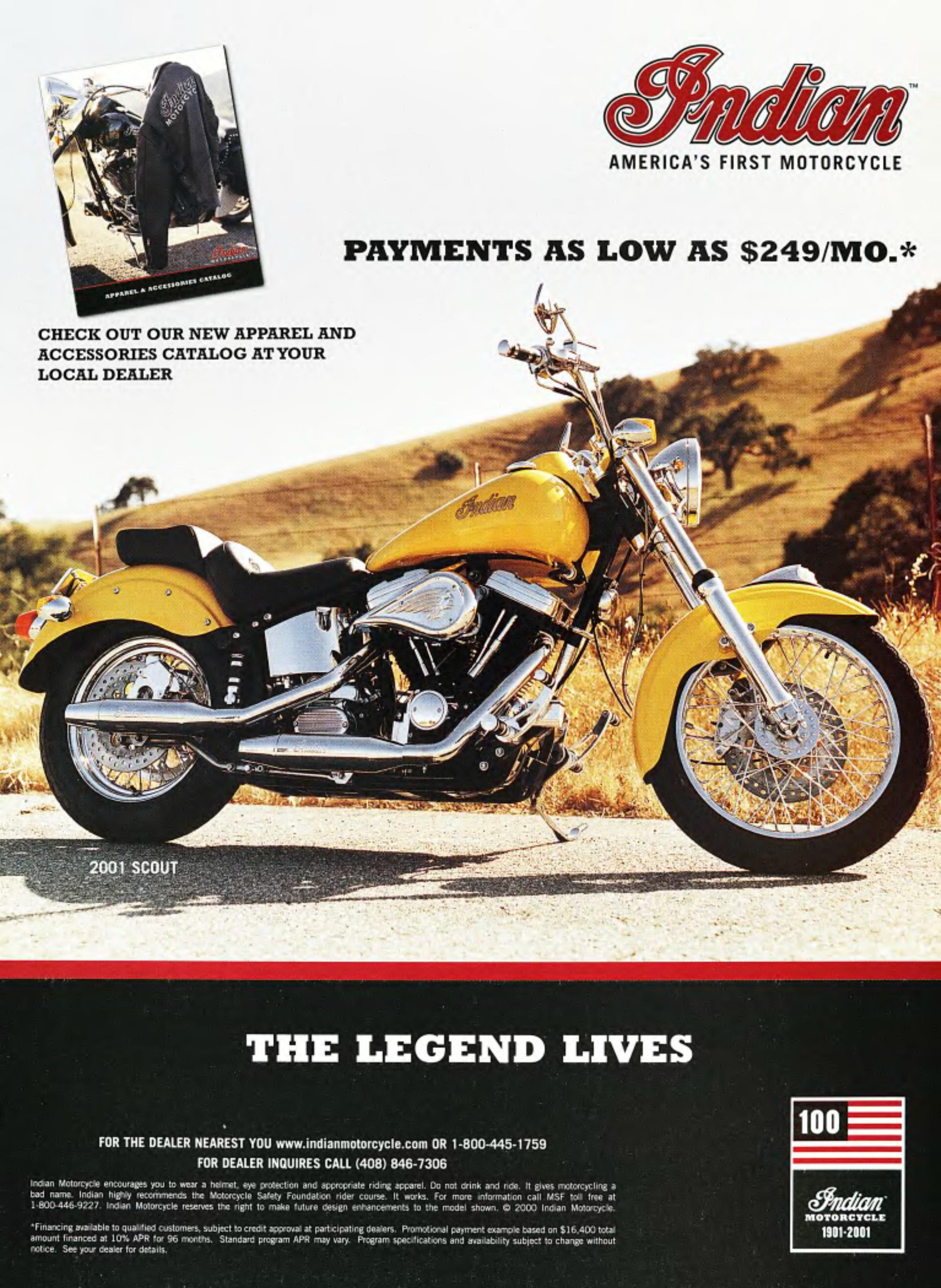
HDI	HARLEY-DAVIDSON	1986	35.75	12/20/00	50.620 - 27.870
PII	POLARIS/VICTORY	1996	38.00	12/20/00	39.75 - 25.560
TMOT	TITAN MOTORCYCLES	1998	0.05	12/20/00	3.620 - 0.040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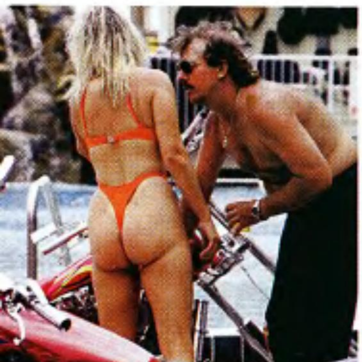
Lid Free!

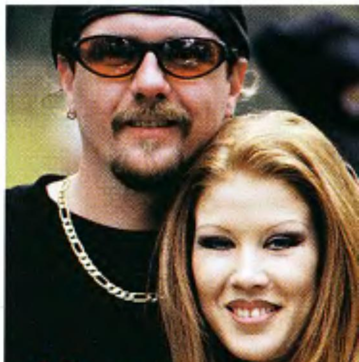
BIKETOBERFEST FREEDOM OF CHOICE

For the first time ever, Daytona Beach's Biketoberfest, held October 18 through 21, was a freedom of choice event. Riders could wear or not wear skid lids as they rode through the picture-perfect Florida weather. The eighth annual fall fandango was a smaller, friendlier version of the massive Bike Week that happens every March. Over 60,000 happy bikers rode in for a few days of fun and sun before the long winter came along.

The word for Biketoberfest is "manageable." Less people means less traffic, easier parking, and seeing the same things in less time than at Bike Week. One thing we heard a few complaints about were beer prices, which reached new price gouging proportions, but all in all, a damned good time was had by all.



Biketoberfest was invented eight years ago around the annual AMA Fall Races. The Daytona Beach Area Convention and Visitor's Bureau created what was then known as the "Daytona Fall Tour" as a way to grab a few more dollars from bikers. In '93 the event became known as Biketoberfest (a registered trademark of the DBACVB). Billed as a "fun-filled family event," there's still plenty of racing, concerts and traditional biker shenanigans to be had. Our favorite kick ass bash this year was the free concert by Daytona Harley-Davidson featuring Country Music's Duo of the Year, Montgomery Gentry. Sexy recording artist Danni Leigh rode her scoot to the event and opened for the boys.



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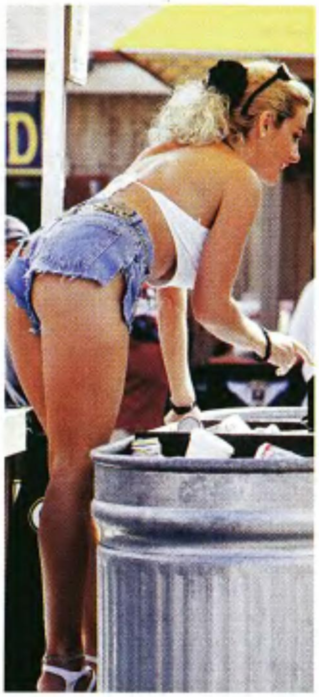
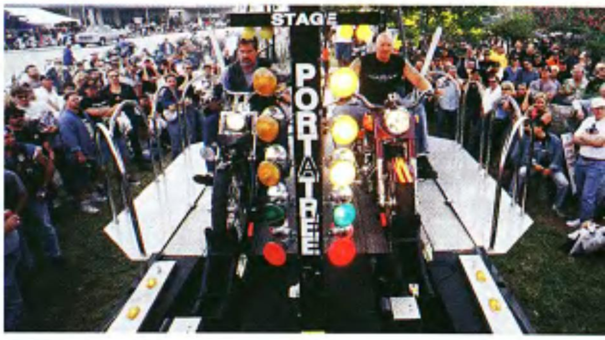
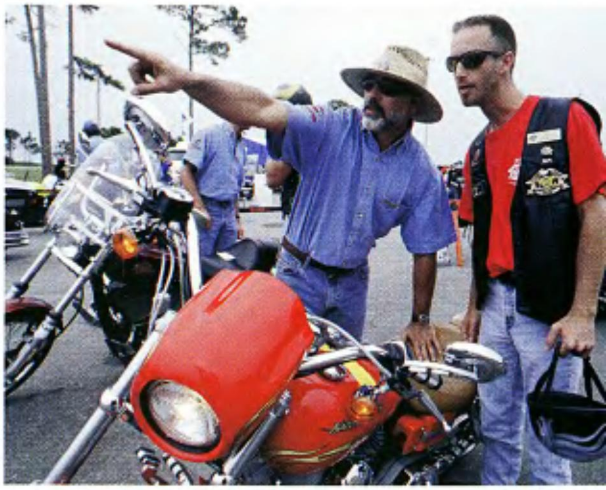
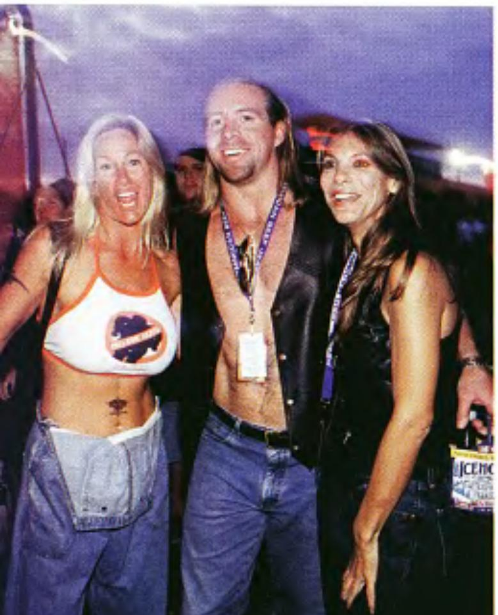
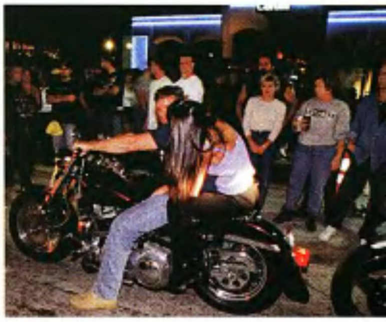


STAGE
PORTATREE

Another new to-do this year was the Thunder Over Dixie Ride which started out in Nashville, Tennessee, with stops in Chattanooga, Atlanta, and Savannah, Georgia, to party hardy and pick up more riders (details on this ride appear in the June issue of *VQ*, on sale in March.).

There were smiles all around over at the Camel Roadhouse on Beach Street where the famed Camel Bike Giveaway was underway. The biggest smiles belonged to grand-prize winner Gisele Riden and runners-up Tracy Robertson, Chuck Roth, John Sanders and April Vogel. Master Bike Builders Ron Simms, Jesse James, Dave Perewitz, Donnie Smith and Jim Nasi were on hand for photo ops and the bullet proof motors for all the 2000 Camel bikes were provided by TP Engineering.

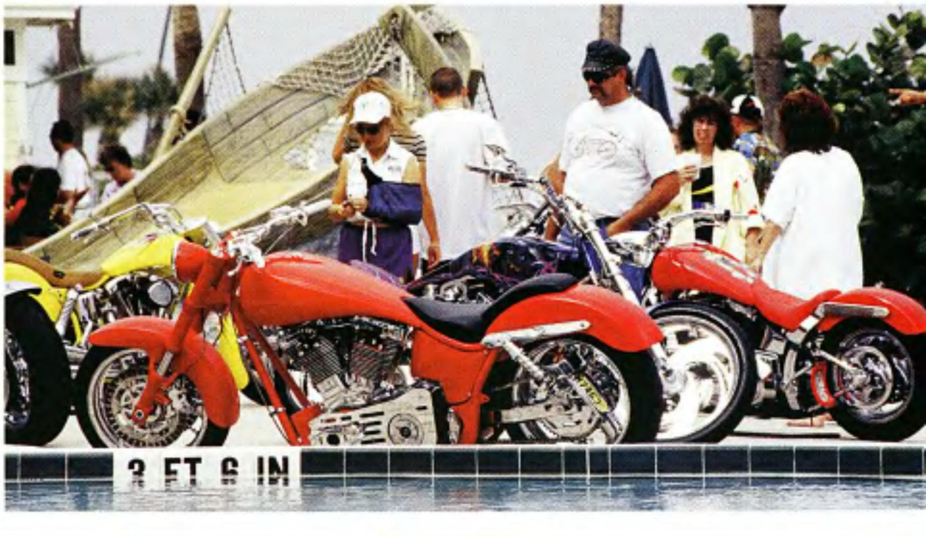
Noble
Budget



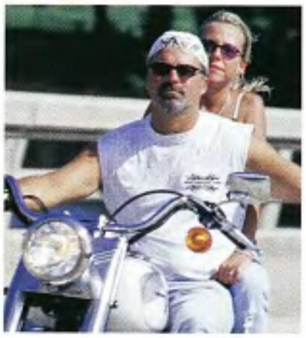
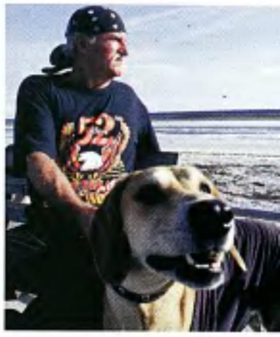
Custom bike lovers had plenty of shiny choppers to drool on at the various bike shows including the Main Street Rally, the Daytona Beach *News-Journal* Biketoberfest Motorcycle Expo, an Indian and Classic Show, and our own Easyriders Boardwalk show (see winners list page 45). The highlight for gearheads was the four incredible days of racing action at the Speedway as the Fall Cycle Scene Championship Cup Series, Race Champions and PACE/Formula USA championship tore up the track.

Natch, there were the usual demo rides, aftermarket show and biker gee gaws everywhere. When all was said and done, a bitchin' time was had this year. If you don't believe us, take a look at the photographic evidence.

One particular bit of weirdness this year was the request by the AMA, local residents and certain businesses to "ride quietly." It seems the retirees down in Florida don't like loud pipes. A message from Daytona's mayor on the Biketoberfest Web site and a link to a piece called "loud pipes risks rights" asked for bikers to keep their exhaust notes at reasonable levels within the city limits as a courtesy to residents. This reminds us of the saying we all heard in high school, "if it's too loud, you're too old." Still, the theme for the eighth annual Biketoberfest was "freedom of choice" since the recent change in Florida's helmet law status allowed riders to decide, and for the thousands of bikers in the Sunshine State, life is mighty sweet. —*Phantom*



FUN

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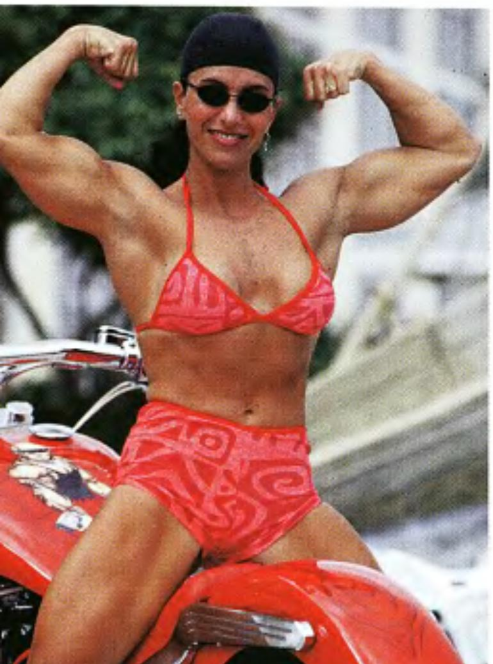
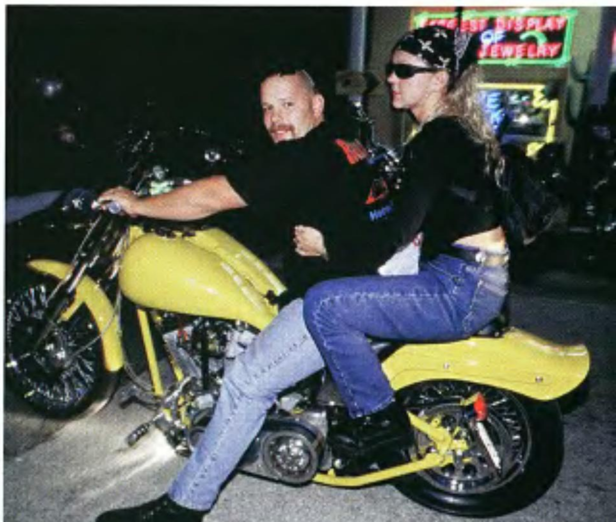




Photos: Michael Lichter

Eighth Annual Easyriders Boardwalk Classic Bike Show Biketoberfest 2000 Winners List

Sponsored by: *Easyriders* magazine, Easyriders of Daytona, the Boardwalk Merchants Association and Coca-Cola.

Judges: C. Howard Johnson, Columbus, Ohio; Tom Dwyer (Hamsters) Boston, Massachusetts; "Bear" Copeland (Excel Products), Cleveland, Ohio; Tim Gabel, (Harley-Davidson of Daytona).

Emcee: Bill Chaffin, Daytona Beach, Florida.

Trophy Girl: Ms. Rhonda Johnson, Charlotte, North Carolina.

Best of Show

1st Larry Hisko, Farmingdale, New Jersey
2000 Thunderbike
(built by Eddie Trotta)

2nd Bill Falatick, Boynton Beach, Florida
1999 Special Construction Softail

3rd Jesse Renaud, Montreal, Quebec
1984 stock Softail

Top Overall Custom

1st Lee Buchanan, Deerfield Beach
2000 Custom-Built

2nd William Newton,
Oxford, North Carolina
1999 Special Construction
96-cubic-inch S&S

3rd Alan Bernard, Brandon, Florida
1999 Custom-Built

Judge's Trophy

1st Robert Hafter from Custom Bikes,
Ft. Lauderdale, Florida
1997 Softail Custom

2nd George Matteo, New York, New York
1995 Harley-Davidson

3rd Ernest Wigglesworth,
Tavares, Florida
1968 FLH Electra Glide

People's Choice

1st Carrie Falatick, Boynton Beach, Florida
1999 Harley-Davidson

2nd "Carson", Bonsecour, Alabama
2000 hand-made Chopper

3rd Howard Meci, Farmingdale, New York
1997 Stock Ultra

Evo Class

1st Joey Pachera, Ft. Lauderdale, Florida
1989 FXR Low Rider

2nd Roger Majesky, Miami, Florida, '95 Fat Boy

3rd Jamie McGriff, Deltona, Florida
1994 Softail

Shovelhead Class

1st Jackie McGillivray, Spring Hill, Florida
1974 shovelhead

2nd Dave McGillivray, Spring Hill, Florida
1978 shovelhead

3rd Steve Wasenius, Sarasota, Florida
1978 stock Low Rider

Panhead Class

1st Kevin Flynn, Niagara Falls, New York
1949 panhead

2nd Glenn Lofley Sr., Tampa, Florida
1955 panhead

3rd Gil Kennedy, Spring Hill, Florida
1962 panhead

Sportster Class

1st Sherry Lovant, Boca Raton, Florida
1999 1200 custom XL

2nd Tina Lofley, Jr., Tampa, Florida
1996 Sportster

3rd Jim Raymond, Orange City, Florida

Vintage Class

1st "Ziek," Hampton, Florida
1940 knucklehead

2nd Len Dube, Torrington, Connecticut
1939 BMW w/sidecar

3rd Robert Loveless, Brandenton, Florida
1972 600 R-5

Radical Evo

1st Sander Kaplan, Gainesville, Florida
1997 ASPT Softail

2nd Sandra Stephenson, Wake Forest, North Carolina
FXWG

3rd Patrick Boucher, Brandon, Florida
2000 Custom-Built

Radical Shovel

1st Glenn Lofley Jr., Tampa, Florida
1980 shovelhead

2nd Kenny Bray, Middleton, Ohio
1980 FXE SuperGlide

3rd Darrell Toney, Forest City, North Carolina
1978 SuperGlide

Radical Sportster

1st Larry Walker, Maxton, North Carolina
1997 Sportster

2nd Michelle Zlotkin, Del Rey Beach, Florida
1993 883

3rd Brian Schell, Lady Lake, Florida
1998 Buell Thunderbolt

Dresser/Touring Class

1st Chris Fafard, Quebec, Canada
1991 FXR

2nd Sal DiCampli, Orlando, Florida
1998 Evo Hybrid

3rd Roger Neagy, Hudson, Florida
1956 panhead

Foreign Class

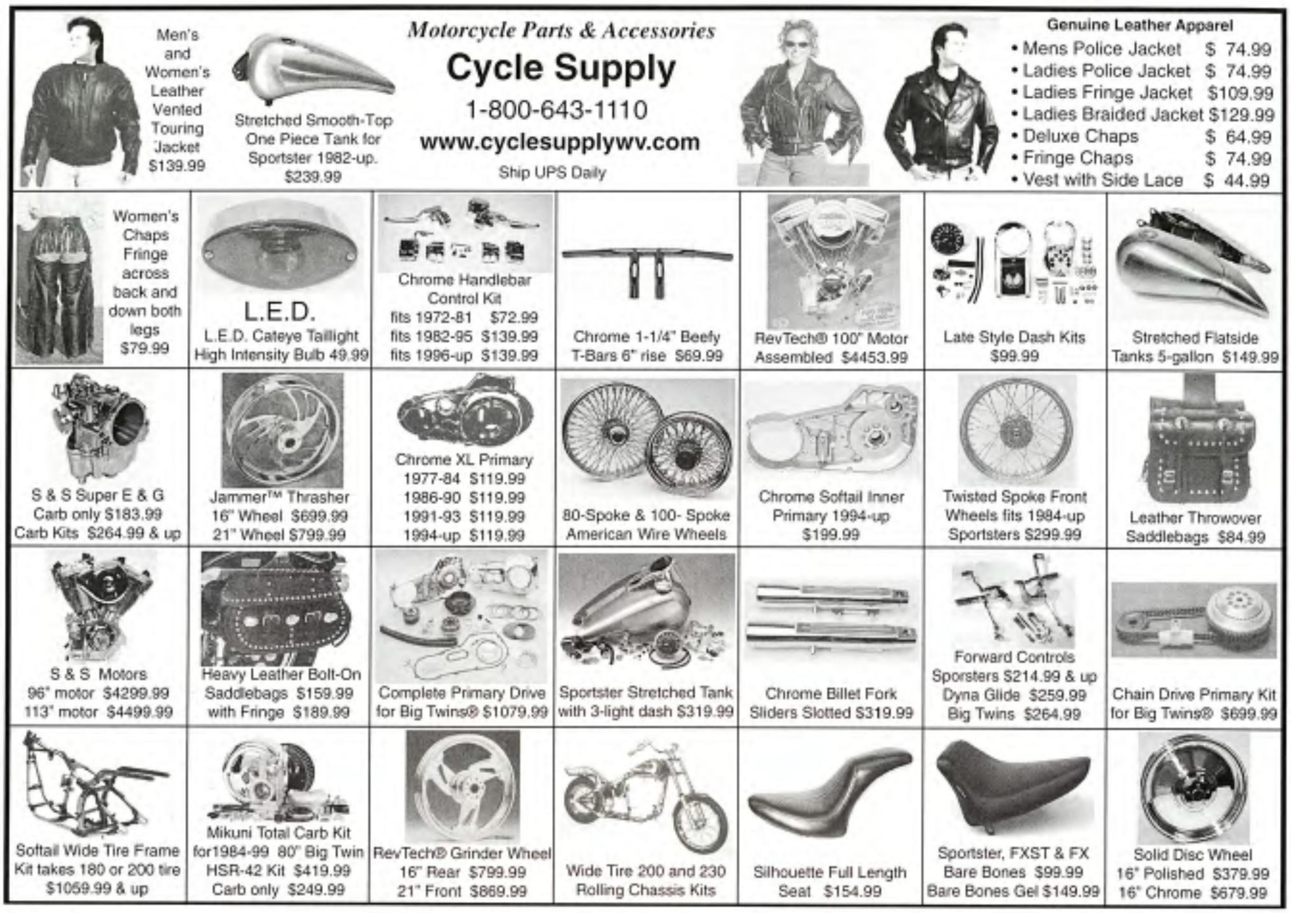
1st "Ray," Miami, Florida
1998 Royal Star

2nd Thomas Michael Cook, Macon, Georgia
1939 VL Harley-Davidson Springer

3rd Mike Thompson, Dallas, Texas
1973 Triumph

Rat Class

1st EZ Rat, St. Petersburg, Florida
Triumph Rat
(No 2nd or 3rd place awarded)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Sportster Stretched Tank with 3-light dash $319.99
Chrome Billet Fork Sliders Slotted $319.99
Forward Controls Sporsters $214.99 & up Dyna Glide $259.99 Big Twins $264.99
Chain Drive Primary Kit for Big Twins® $699.99
Softail Wide Tire Frame Kit takes 180 or 200 tire $1059.99 & up
Mikuni Total Carb Kit for1984-99 80" Big Twin HSR-42 Kit $419.99 Carb only $249.99
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Talking Tech

PERFORMANCE PER CHANCE

I have a couple of questions. I was given a '97 Evo by a bro. Is there a place where I can buy used parts that you might know of? I plan on running a 4-speed kicker tranny with a 4-speed primary on the stock 80 c.i. Evo. Do you think I would lose performance?

Freshcut
Corcoran, California

No. Although a 5- or 6-speed box will provide a better use of the engine's torque curve for street racing, you'll be fine with the 4-speed. There are a few different aftermarket manufacturers of 4-speed inner primaries, such as Cal Products who make good strong pieces. As for used parts, check with H-D dealers, H-D shops and local swap meets. Also check out the Internet. There are scads of parts out there in cyberspace.

ALL AMERICAN?

I'm hoping you can help me prove a point. A couple of months ago a bro of mine was reading one of my old *Easyriders* when he came across the letter that some knob wrote in crying about wind problems he has with the solid rims on his Fat Boy. The bro showed me the letter saying that he had the same problems. I made a simple comment that nearly started WWIII. I told the dude that those rims are probably some cheap wheels that H-D got from some foreign country and the shit hit the fan.

This dude was livid, I mean he was pissed. He slammed the magazine down on the table and jumped up screaming H-D bikes are 100% American made. I can't believe how many true H-D riders believe that Harleys are 100% American made. Can you tell your readers and those "so-called" bikers out there what percentage of parts on an H-D are made in the U.S.? Genuine Harley-Davidson doesn't mean Made in America.

Sno
Cleveland, Ohio

Okay. First of all, the long-standing debate over the cause of crosswind resistance because of solid wheels over spoke or cutout (like billet) wheels does not depend one bit on where the wheel was manufactured. Sure, you may have pissed off your buddy, but if the wheels came from the moon and were solid, it wouldn't make any difference over a pair from, say, Pluto. Anyhow, what we all have to realize is that we love Harleys, right? Harley-Davidson, like any successful motor company (Ford, GM, Chrysler) depends on sourcing parts out to overseas and foreign vendors. If H-D built a bike solely out of U.S.-made parts, it would cost you, me, and your mag-slammin' bro somewhere in the neighborhood of $45,000. That's the absolute honest reality of mass production and manufacturing. If you take the front wheel and fender off of that Fat Boy and turn the fork leg around, it will say Showa on it. Showa is the world's largest manufacturer of motorcycle suspension systems. Go back in time, back to a late-model shovelhead or early model Evo H-D shop manual, and in the front fork section, it will list instructions for either Kayaba or Showa front ends. Ding. These are Japanese manufacturers, folks, and they have been on H-D's for probably 30 years or better. The front and rear wheels on my former 1990 Springer were made in Japan, according to the stamping on the rim which came from the factory. My buddy's Springer of the same year had wheels made in Italy. This does not make Harley-Davidson bad, it allows them to build you a motorcycle that you love and cherish that you can also afford. I know there is this feeling that a 100% American bike would be the best, maybe so, but since that day is not likely to ever surface again, relax, shake hands and be happy that we all enjoy our Harleys. Get over the bullshit and let's all just go ride.

RESISTANCE IS FUTILE

I'm building a shovelhead and an Evo at the same time. The problem at hand concerns the Evo. It's a '95 model (1340cc), it's up and running, but here is where it gets screwed up. It doesn't run right. Supposedly the timing is right, carb is set correctly, and it is all stock H-D. It does have resistor spark plugs though. Does H-D calibrate the '95 Evo to run resistor plugs, and would it confuse the ignition box to install non-resistor plugs?

Sundown
Richmond, Texas

No. Resistor plugs are designed to keep RF (Radio Frequency) noise down to a minimum. This really comes into play to keep the noise from garbling up your radio (like on Touring models). But, the ignition wouldn't know the difference between either plug type. Sometimes, freakish things happen and ignition modules can degrade or fail. You might want to swap modules and give it a try. All an engine needs to run is fuel, air and spark. Try a new module, clean out the carb and maybe a fresh set of plugs, wires or even a new coil.

POETIC LICENSE

I'm pissed! I have a Daytec Episode rubbermount frame kit that I built a ground-up custom with. I used all of Daytec's frame pieces, everything that they recommended to run with this frame. The Episode frame looks like a Softail, but it's rubber-mounted and uses a standard type swingarm with dual outboard shocks. I love the look, but when I ride two-up the 180 rear tire hits the license plate bracket, which is a Daytec piece in a Daytec bobtail fender, etc. When I called them about it, they acknowledged the problem, mentioned that they made some new slotted license plate brackets for Titan, but that I would have to buy one from Titan! After spending over $4,000 on a frame kit I'm disgusted to see that I now have to buy a part to fix their problem! Their other answer was to keep stiffening up the rear shock springs. If I wanted a stiff ride, I'd have built a rigid!

K.H.
Big Sur, California

We spoke to Daytec about this problem which seems to only be a condition with their bobtail rear fender and license plate bracket. Progressive Suspension makes many different spring rates, and they also have a nifty little device called a travel limiter. These clip over the shaft on the shock and effectively extend the bump-rubber, which shortens the travel. These may solve your problem, but unfortunately this will also shorten the travel on the shock.

How many times have you sat in your garage, teetering on an old milk crate and scratching your head over how to do this or that? Well, by all the flywheels that turn, here's your chance to find the answer. Jot a note to Wrench, *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail wrench@easyriders.net. If we can find a solution, you'll read it here.

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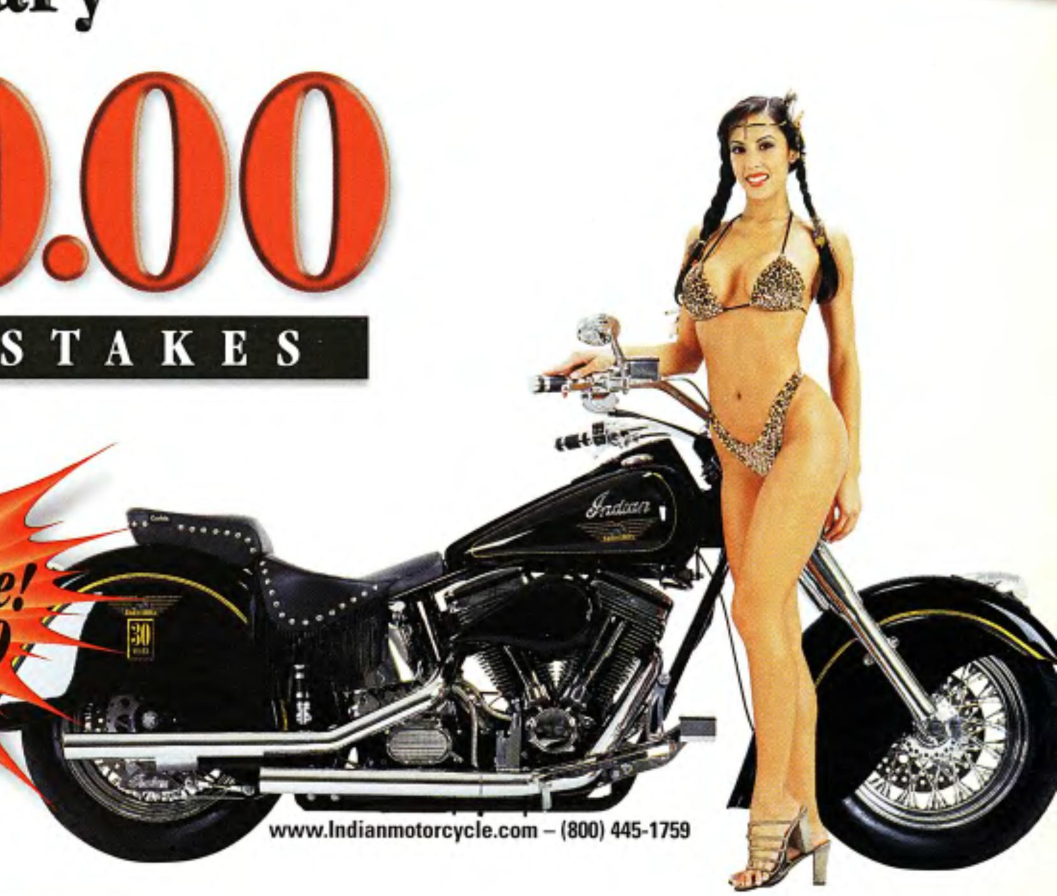

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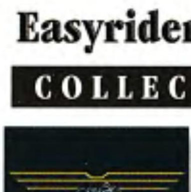

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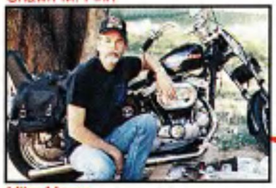
Shawn M. Finn


Mike Moore

John Hogate

Paul Szmurlo

Dan Lisenko

Norm and Lise Lock

Jeff Kruckenberg

Can't believe you'd ever be a winner?

Neither did they!

OFFICIAL SWEEPSTAKES RULES

1. Use the enclosed Official Entry Form and subscription envelope. Mail your entry to the Easyriders 30th Anniversary $300,000.00 Subscription Sweepstakes P.O. Box 50044, Boulder, CO 80322-0044. Entry form must be legible and completed in full to be valid. All entries must be received by August 31, 2001. Easyriders, Inc. assumes no responsibility for lost, misdirected or late mail.

2. Prizes are nontransferable and not redeemable for cash. No substitution of prizes is permitted. You may win one of a total of 1,702 prizes — 1 Grand Prize, 1 First Prize; 100, Second Prizes; 200 Third Prizes; 400 Fourth Prizes, and 1000 Fifth Prizes. The vehicle prizes pictured may not be the specific ones awarded. Total approximate retail value is $323,000.00.

3. Winners will be selected by random drawing from all entries received by Wood Business Solutions International, whose decisions will be final. Prize winners will be notified by mail within 90 days of the closing date and must acknowledge notification within 30 days, or prize will be forfeited and an alternate winner selected. In the event that all prizes are not claimed, which is likely, random drawings will be held from among all entries received to award unclaimed prizes. **THE ODDS OF WINNING DEPEND ON THE TOTAL NUMBER OF ELIGIBLE ENTRIES RECEIVED AND ARE NOT IMPORVED BY A SUBSCRIPTION PURCHASE.**

4. The Sweepstakes is open to all residents of the U.S. aged 18 and over, except employees of Easyriders, Inc. and their families, its affiliated companies, and advertising and promotion agencies. Sweepstakes is void outside the U.S. (except APO/FPO addresses), and wherever prohibited or restricted by law. ALL FEDERAL, STATE AND LOCAL TAXES, IF ANY, AND DELIVERY OF THE GRAND AND 1ST PRIZES ARE THE RESPONSIBILITY OF THE WINNERS.

5. Winners may be required to execute an affidavit of eligibility, release, and indemnification. All entries received become the property of Easyriders, Inc., and none will be returned. Winners grant Easyriders, Inc. and its agencies the right to use their names and likenesses for advertising and promotional purposes.

6. For a list of major prize winners, send a separate, stamped, self-addressed business envelope to Easyriders, Inc., 2000 Sweepstakes Winners List, P.O. Box 1050, Agoura Hills, CA 91376-1050. **NO PURCHASE NECESSARY TO WIN.**

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www.ridleymotorcycles.com or call (405) 525-5400

Over 1700 prizes guaranteed to be given away. ***No Purchase Necessary.***

Forward controls are as much a part of the cruiser bike image as are wide track front ends and fat tires. They're also an essential component of every bike's ergonomics.

Folks routinely switch handlebars and seats to change the way their scooter looks and feels. Going from mid-controls to forward controls, or just changing them for a set with a different configuration, will do just the same.

There are many ways to produce effective, and good-looking motorcycle forward controls; the manufacturers we're showcasing in this guide all have their own spin on the subject. It's all about ridin' with style. Check these out, and see if you can find a set that calls out your name. — *Lafayette*

AN ERGONOMICALLY-CORRECT GUIDE

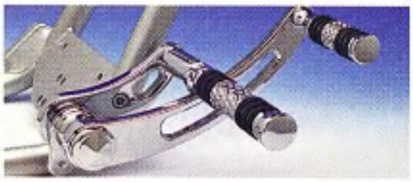
Forward Controls

Accutronix

Accutronix Forward Controls combine form, function, and clean styling in one easy-to-install kit for your Twin Cam Softail. Manufactured from 6061-T6 billet aluminum, they utilize sealed roller bearings to insure smooth actuation and durability. Their shift and brake assemblies are completely adjustable for optimum riding comfort, and are delivered complete with all mounting hardware, pegs, and shift/brake rods. Accutronix's kits are available in three styles: milled, drilled, and slotted, in either standard or extended lengths. And they come in two different finishes: polished or chromed. In addition, solid or folding pegs are available in either Accutronix's standard "show" pegs or their new rubber "rider" pegs.

These forward controls are an addition to their existing line for all Softails, Sportsters, FXR, Dyna, all FL models, or for your next cool custom bike application.

Accutronix, 17638 N. 25th Ave. Suite #1, Phoenix, AZ 85023; (602) 993-2675 www.accutronix.com



Arlen Ness

Here are the famous Ness-Tech forward controls. They are CNC machined from 6061-T6 billet aluminum and chromed for a show-quality finish. They were designed to fit all FXST models from 1986 to 1999, utilizing OEM master cylinders. They can be installed on FLST models from 1987 to 1999 with the installation of an OEM master cylinder (42446-87A) and reservoir (41804-84A).

The shifter controls feature space age Teflon bushings for smooth operation.

Arlen Ness, 16520 East 14th Street, San Leandro, CA 94578; (510) 276-3395, fax: (510) 276-3534 www.arlenness.com

Cyril Huze

You are looking at the world's most beautiful forward controls and probably the most expensive, too. But they're well worth it.

The full kit pictured here is made in Italy by OMP and includes master cylinder, aluminum shifter rod and kickstand for 2-inch-lowered bikes. The pegs are protected by a rubber insert, and no matter how you slice it, you have to admit that these controls are a real piece of art.

They're designed to fit your solid mount or rubbermount bike. Matching passenger pegs are also available, in polished or chromed finishes.

Cyril Huze, (561) 988-0056 www.cyrilhuze.com

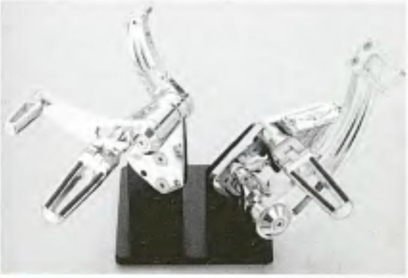
Excel Components

These forward controls are by far the finest that Excel Components has to offer. By incorporating the master cylinder and reservoir into the mounting bracket, they have simplified the overall appearance of the part.

To improve function, both the shift side and the brake side levers rotate on sealed needle bearings. To further enhance shifting, the lever for the shift linkage rod has been reduced in length, requiring less foot movement when shifting gears.

Not only was the form and function top priority when designing these controls, but the material used is also nothing less than aerospace quality. They are CNC-machined from 6061 certified aluminum billet and heat-treated to T6 specifications, and come with stainless steel hardware.

Available only through authorized Mid-USA dealers, or contact Excel Components, 233 Market St., Lockport, NY 14094; (888) 993-9235.

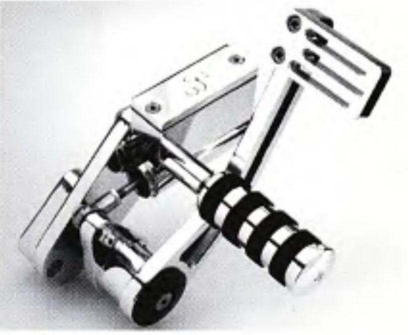


Eurocomponents

These sleek billet forward controls are available for Softail Evo, Softail Twin Cam (with stand included), Dyna, FXR and Sportster 5-speed. Most versions are available with or without a rear brake master cylinder. They are available in chromed, polished or black anodized finish.

Prices change depending on model and finish; starting as low as $505.30

Eurocomponents, Inc., 1 Festiva at Lions Paw, Daytona Beach, FL 32124; (904) 274-5729 www.eurocomponentsusa.com



JayBrake

JayBrake's classic forward controls have been a favorite with custom bike builders since the early-'80s and are still the standard by which many controls are judged today.

They feature micro-finished cylinder bores, bearing-guided levers, stainless steel hardware, and show-quality polish and chrome finishes. They are available in both solid and slotted versions for many Harley-Davidson applications, as well as for the Victory Sport Cruiser.

A new radial version of these controls is also available, featuring rounded edges for a more modern and "organic" look and feel.

JayBrake Enterprises, 4011 Creek Rd., Youngstown, NY 14174; (716) 754-9092

Exile Cycles

Exile Cycles put a great deal of thought into designing these super-clean forward controls so that their lines complement the curve of the primary and the angles of the frame tubes. They fit stock Softails as well as any custom frame, and they are available in a couple of options.

The brake side is available either with a smooth master cylinder mounted neatly on the control, or without for use with the stock Softail master cylinder or in other remote master cylinder applications. The shifter side is available with or without mounting holes for a stock style kickstand assembly.

These controls are machined from billet aluminum and feature stainless steel hardware throughout. They come show-polished, but are also available in a super-sexy black anodized finish.

The controls sell for $699 with master cylinder, $599 without.

For your catalog send $5 to: Exile Cycles, 9249 Glenoaks Blvd., Sun Valley, CA 91352. Or visit www.exilecycles.com.

Harley-Davidson

Harley-Davidson offers a dizzying array of accessories designed to fit all their models, and they offer so many different forward controls upgrades that choosing only two for this guide was quite a challenge. Anyway, here they are.

The billet-style forward controls are designed to fit both Softail and FX models and complement Harley's billet style mirror stems. They are forged from 6061-T6 billet aluminum, then machine-finished and show chromed for a beautiful custom look.

The billet-style rear brake lever will fit most Softail models, and is also available for Fat Boy, Springer, and Heritage models. It features a 2014-T6 forged aluminum lever that's machine-finished and chromed. The brake pedal is available in many styles and is sold separately.

See your local HarleyDavidson dealer, or go to www.harley-davidson.com

KüryAkyn

KüryAkyn offers a wide range of forward controls to fit most popular Harley-Davidson applications as well as most riders.

Controls for XL models feature a unique 4-point mounting system that offers rock solid, flex free mounting, flawless chrome finish, and a super comfortable riding position.

Dyna and FXR owners can choose between standard length, (fits riders up to 33-inch inseam) or extended models for the taller than average rider (inseam 34-inch or longer).

For 1989-1999 FX series Softails, an extended set is available that retains stock-like brake and shifter geometry. By the time you read this, a super-trick new cast set of 3 1/2-inch extended forward controls will be ready for 2000 and newer Softails as well. There is even a forward control conversion set available for footboard equipped FL series Softails to 1999.

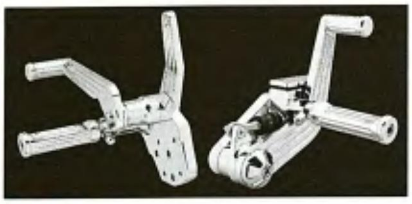
All KüryAkyn forward controls feature steel construction, IGUS bearings, and a beautiful show-chrome finish. Most models give the rider the option of retaining the stock mid-point foot position if desired.

For more information contact KüryAkyn at (715) 247-5008.

Performance Machine

The revolution has begun! Everything you once knew to be true is no longer... A new world order has brought upon us PM Contour Forward Controls! What were once simple blocks of billet aluminum have been machined into impossibly smooth and graceful arms that ride on Teflon bearings. The PM Contour master cylinder integrates racing technology in both the push rod and piston for less effort at the pedal. PM Contour Forward Controls are designed to work with OEM and aftermarket rear brake systems. Matched pegs and pedals contain rubber inserts and the entire assembly can be had in polished aluminum, chrome or black anodized finish. The Contour revolution is here today and available for your 1984-2001 Softail, Dyna and FXR.

Performance Machine, Inc., 6892 Marlin Circle, La Palma, CA 90623; (714)523-3000 www.performancemachine.com



Pro-One

Few accessories will provide your machine with a classier, high-tech look and enhanced performance than a set of these 100% made-in-the-USA, billet-aluminum forward controls from Pro-One. Unique in design, Pro-One controls provide riders with a number of exclusive features.

Unlike many competitors Pro-One has designed their controls with roller and thrust bearings at all pivot points for exceptionally smooth and precise actuation. For safety and convenience, both right and left controls are fit with adjustable, folding footrests. All aluminum components are machined from aircraft quality 6061-T6 billet and feature a high luster polish, ball-milled finish. Footrest mounts and brake and shift lever shafts are CNC machined from steel for optimum strength. Each control set includes a high performance Pro-One master cylinder and all steel components feature a flawless show chrome finish.

These high quality controls are available for 1958-1986 4-speed FL/FX models and 1986-up Softails and are easily adapted to many custom applications. Pro-One forward controls come complete with both left and right side, and they carry a suggested retail price of $869.95.

Call Pro-One (800) 884-4173 for complete details: visit the company Web site: www.pro-one.com

RC Components

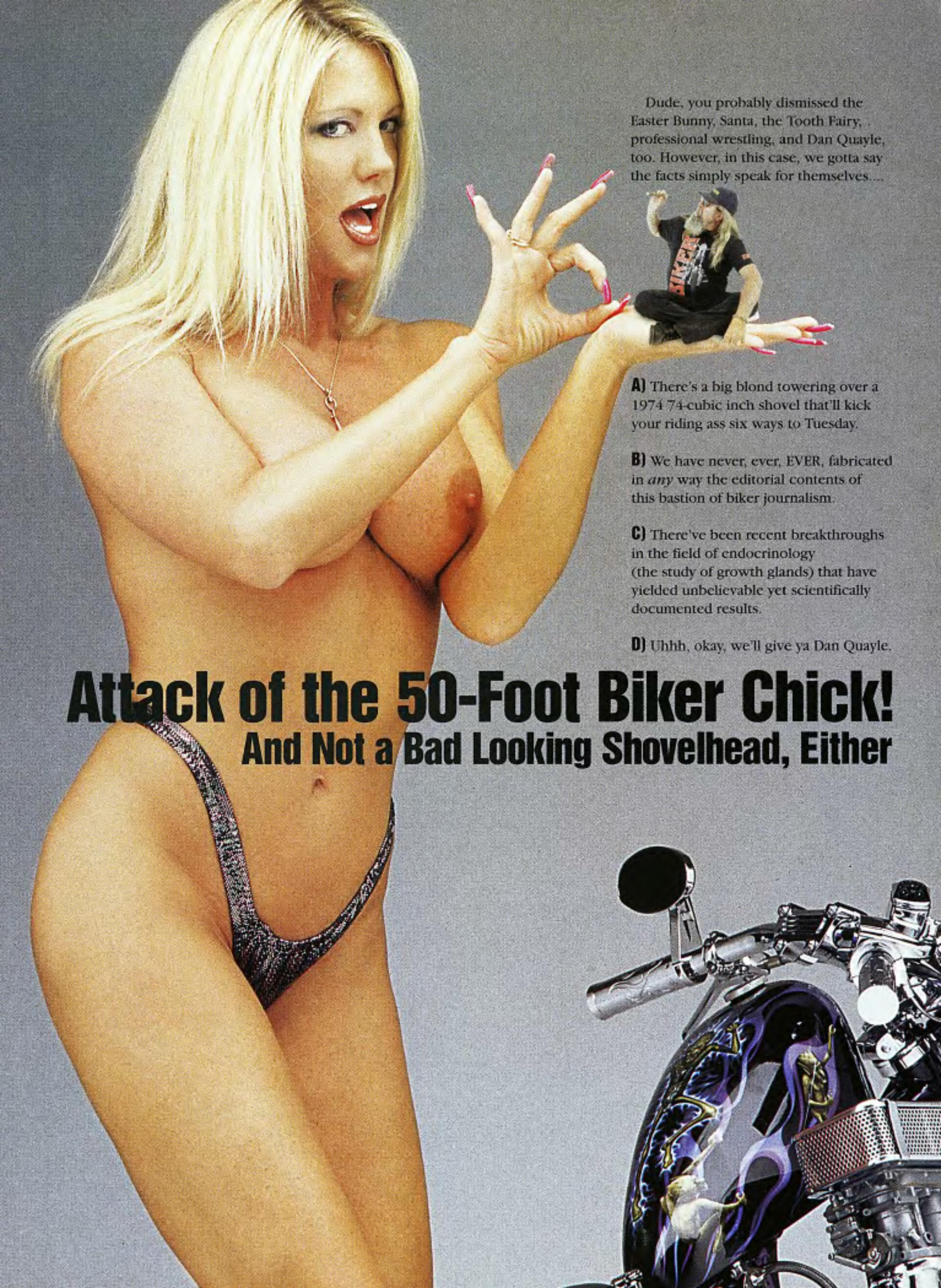
RC Components offers billet aluminum forward controls in the popular smooth finish. Their footpegs mount straight to the pivoting shifter and brake arms to give an ultra clean look. The master cylinder discharges on the side, which means no unsightly brake line hanging out front.

Forward controls come fully polished and are available in chrome for Softail applications. The retail price is $649 for polish and an additional $99 for chrome.

RC Components, 140 Hunters Ct., Bowling Green, KY. 42103; (270) 842-6000 www.rccomponents.com

Oh, sure, you scoff. You laugh. You shrug, unimpressed. "Bullshit," you say. "Ain't no such thing as a damned 50-foot biker chick! You guys have too much damn time on your sorry hands out there, doodling with Photoshop to create a buncha' third-rate Hollywood hi-jinx," you say?

And you don't believe.



Dude, you probably dismissed the Easter Bunny, Santa, the Tooth Fairy, . professional wrestling, and Dan Quayle, too. However, in this case, we gotta say the facts simply speak for themselves....

A) There's a big blond towering over a 1974 74-cubic inch shovel that'll kick your riding ass six ways to Tuesday.

B) We have never, ever, EVER, fabricated in *any* way the editorial contents of this bastion of biker journalism.

C) There've been recent breakthroughs in the field of endocrinology (the study of growth glands) that have yielded unbelievable yet scientifically documented results.

D) Uhhh, okay, we'll give ya Dan Quayle.

Attack of the 50-Foot Biker Chick!

And Not a Bad Looking Shovelhead, Either

Bike owner Rick Poster, by the way, will probably be the last person to elaborate on the bike or anything about it, unless, of course, you look and sound like a seasoned rider sportin' two roadworthy decades under your boots. To wit: "I built it, I like it, I don't really care what anybody else thinks about it." Rick also says, "I hate these new bikes, and if guys haven't been riding for at least 20 years, I don't really want to talk to them."

Fifty-foot blondes aside (as if you could put them anywhere inconspicuous), Rick's attitude is the key to understanding the bike. Rick is pure old school. He picked up this '74/74 (year and cubic inches) as a basket case for five large. He needed wheels, the front end and handlebars to fill in most of the blanks, and from there, whipped it all into shape in about six months. A Sifton 104-lift cam, 10:1 Wiseco pistons, and a Weber downdraft carb were the customized icing on the keep-it-simple cake. A nitrous system from another project was swapped to give the 74 cubic inches enough additional kick to smoke the 18-inch Dunlop on command (which is also how the fogger system works; just push a button on the handlebars and you'll have an instant hair-raising day).

The heads were ported and polished by Slut Incorporated out of Savannah, Georgia. Yeah, that's all on the tech sheet, but by gum, with a name like Slut Inc,, ya can't just bury it in the small print. Again, it all comes back to attitude. Same with the homemade gas tank. It's a crazy thought nowadays, but there actually was a time when bikers didn't buy stuff off the wall to "customize" their rides. That was before the Big Asteroid hit Earth and wiped out critters the size of Bill Clinton's ego (such as 50-foot Fox Hunt winners).

Also buried in the small print are the painting credits (paint by Whale, special graphics by Jesse Thoreson's Mind's Eye Images). Again, you could go into a shop and buy custom metal off the wall but then what the hell would you have to say to a guy who's been riding for 20 years? "Uhhh, hey, bro?"

Rick and his shop partner Ed Greco (C&L Hog Shop) built this ride to haul ass with class. And okay, so maybe you don't believe in 50-foot blondes. But when a tall, gorgeous Fox Hunt winner such as Roxy LeRoux here, bares her top and smothers you in mama's-milk muffins, that come up to eye level to the tallest biker in the office, you don't argue about a damn thing. And you can bet we've got the nipple pokes in the eyes to prove it. —*Captain Trash*

passin' gas

Panhead Pete telephoned his ex-ol' lady, disguising his voice with a wadded-up handkerchief. "Hello, may I speak to your husband, please?" he asked politely.

"Listen, you jerk!" his ex shouted angrily into the phone. "You've been calling here every day for three weeks now! I keep telling you, mister, he's moved out! *We're divorced!*"

"I know," said Panhead Pete with a chuckle. "I just can't hear it often enough."

Thomas Henson
Avenal, Calif.

Groaner of the Month

After Mongo's ol' lady gave birth, the doctor regretfully informed them that their baby had been born without a torso, arms, or legs—the kid was just a head! Still, the new parents loved their child dearly and raised him as best they could, with a whole lot of devotion and compassion.

Twenty-one years later, when the head-boy was old enough for his first legal drink, Mongo proudly carried him down to the bar, told his son how proud of him he was, and ordered up the biggest, strongest drink in the house to celebrate. With all the bar patrons looking on curiously, the boy took his first sip of alcohol, and . . . *swoooop!*—a torso suddenly popped out of the bottom of the head!

The bar fell dead silent, then burst into whoops of joy. Mongo, shocked, begged his son to take another swig, and the patrons all began to chant, "Drink! Drink! Drink!" The kid did, and . . . *swoooop!*—two arms popped out!

The bar went wild! Mongo, crying happily, begged his son to take another gulp. "Drink! Drink! Drink!" howled the patrons. By now the boy was getting tipsy, but with his new hands he reached down, grabbed his drink, and guzzled the last of it. *Swoooop!*—two legs popped out!

The bar was now going absolutely apeshit! Mongo dropped to his knees and tearfully thanked God for this blessed miracle. The boy stood up on his wobbly new legs and stumbled to the left, then to the right, and straight through the front door, out into the street . . . where a passing semi ran over him, killing him instantly.

As the bar fell into stunned silence, the bartender sighed loudly and said, "That boy shoulda quit while he was a head."

Dubya Dubya
Texas

Then there were the club prospects who went on an African safari to hunt elephants—they all got hernias from carrying the decoys around.

Pee Dee
West Coast

A recent survey was conducted to discover why men get out of bed in the middle of the night.

5% said it was to get a glass of water.
12% said it was to use the toilet.
83% said it was to go home.

Tangerine Maelene
Lafayette, Ind.

Big Jim was annoyed when his wife told him that a car had backed into her, damaging a fender, and that she hadn't even gotten the guy's license number. "Well, what kind of car was he driving?" he asked.

"I don't know," she said. "You know I can never tell one car from another."

At that, Big Jim decided it was time for a learning course and for the next few days, whenever they were driving, he made her name each car they passed until he was satisfied that she could recognize each and every make on the road.

It worked. About a week later, she bounded in with a pleased expression on her face. "Darling," she said, "I hit a Buick!"

Twix Bar
The Candy Aisle

Guitar George was lying on the hospital gurney, still groggy from his recent operation. The doctor appeared at his bedside, looking very glum. "I can't be sure what's wrong with you," said the sawbones. "I think it must be the drinking."

"Okay," said Guitar George. "Then can we get an opinion from a doctor who's sober?"

Terry
Behind the Green Wall

Did you hear about the blonde with the square boobs? She forgot to take the tissues out of the box.

Dave
Ogden, Utah

Lorena Bobbitt's sister was arrested last week for attempting to cause the same damage to her ol' man that Lorena had inflicted on her husband.

The sister, though, missed the mark and instead stabbed her ol' man in the leg by mistake.

She's been charged with a mis-da-wiener.

Rock
Sunny Beaches, Fla.

A dude walked into a Wal-Mart, where the store greeter took one quick look at him and said, "Automotive, aisle 15."

Surprised, the guy asked, "How did you know I was here to buy oil?"

The greeter replied, "Hey, that's my job."

Another customer walked in, and the greeter said, "Sporting Goods, aisle 28."

The man asked, "How'd you know I needed some fishing supplies? Again the greeter replied, "That's my job."

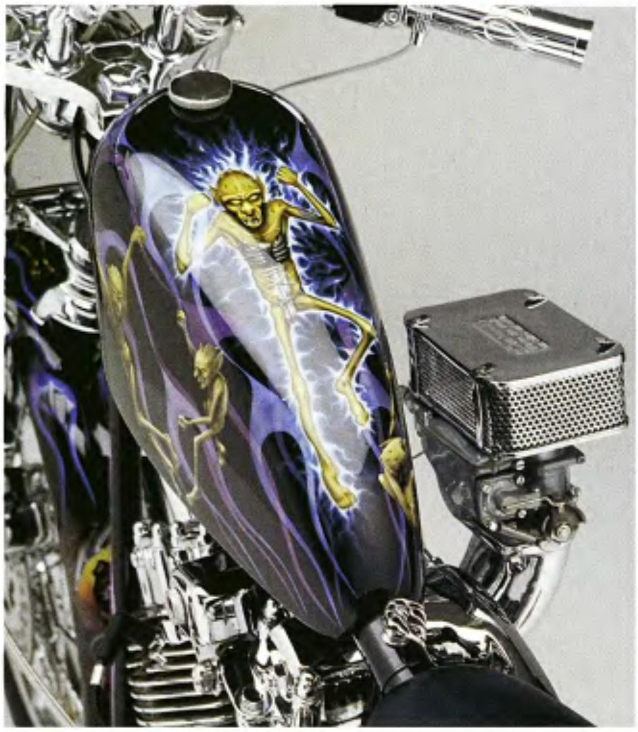
Soon a woman walked in, and the greeter looked her over and said, "Tampons, aisle 5."

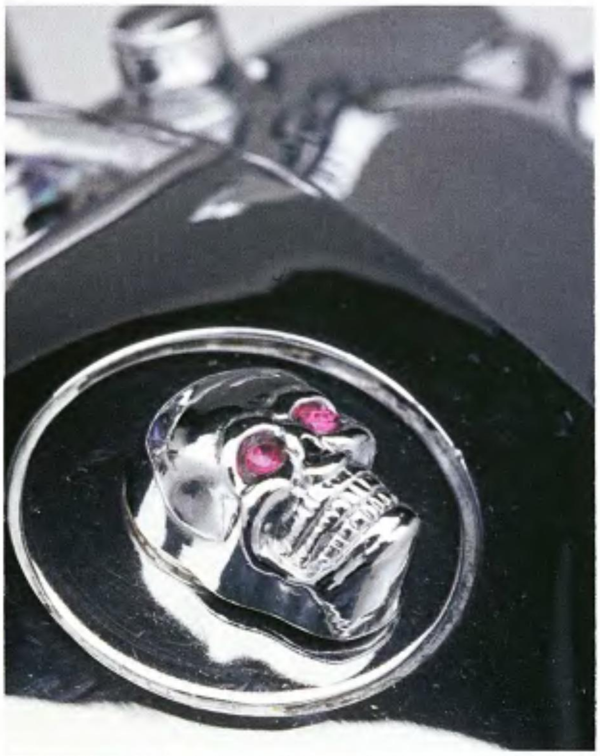
"No," she said. "I'm here for hemorrhoid cream."

"Damn!" said the greeter. "I missed it by an inch!"

The Merc
Cyberspace

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do better? Prove it. Send us your best stuff. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o Easyriders, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.





Owner: Rick Poster
City: Port St. Lucie, Florida

General

Fabrication: Ed Greco
Year/make: 1974 Harley-Davidson
Model: shovelhead
Assembly: Ed Greco and Rick Poster
Time: 6 months
Chroming: Space Coast Plating, Melbourne, Florida

Engine

Year/ model: 1974 shovel
Rebuilder: Ed Greco
Ignition: points
Displacement: 74 cubic inches
Lower end: stock
Balancing: stock
Pistons: Wiseco 10:1
Cases: H-D
Heads: Slut Incorporated
Cam: Sifton 104
Carb: Downdraft Weber
Lifters: solids
Air cleaner: Weber
Pipes: C&L Hog Shop
Mufflers: yeah, right

Transmission

Year: 1974
Modifications: Andrews gears
Shifting: foot
Engine sprocket: stock
Tranny sprocket: 24-tooth
Wheel sprocket: 47-tooth

Paint

Molding: Whale
Painter(s): Whale
Color: frosty blue
Type: House of Kolor
Special paint: Jesse Thoreson's Mind's Eye Images

Frame

Year: 1974
Builder: Paughco
Type: rigid
Rake: stock
Stretch: stock
Shocks: none
Modifications: nah!

Accessories

Bars: drag
Risers: 6-inch drag
Handlebar Controls: Drag Specialties
Fender(s): C&L Hog Shop
Headlight: Finch, Custom Chrome
Taillight: Custom Chrome
Speedo: none
Dash: none
Front pegs: Custom Chrome
Rear pegs: Custom Chrome
Electrics: as little as possible
Foot Controls: Custom Chrome
Gas tank: 1.1-gallon homemade
Oil tank: wraparound
Oil system: S&S
Primary cover: H-D
Seat: White Line Willie
Sissybar: none
Mirrors: Custom Chrome
Grips: Ness

Forks

Type: narrow glide
Extension: none
Builder: H-D

Wheels

Front

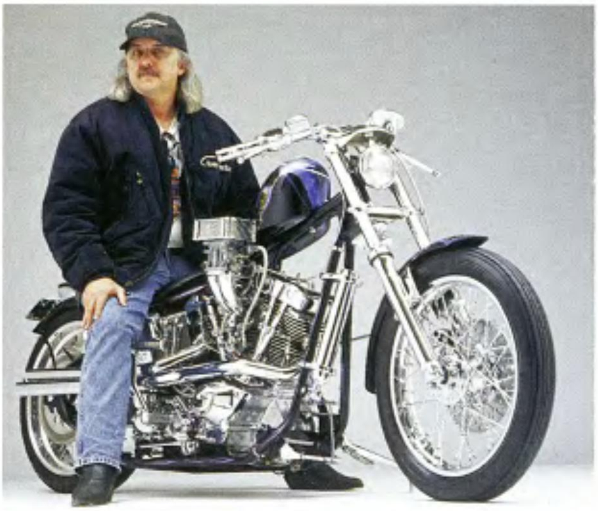
Size: 19-inch
Tire: Avon
Hub: H-D
Rim width: 1.75-inch
Brake: H-D

Rear

Size: 18-inch
Tire: Dunlop
Hub: H-D
Rim width: 4.25-inch
Brake: Performance Machine

Special stuff:
Custom handmade chain guard, brake setup by Dickhead Ed

Photos: Mike Lichter



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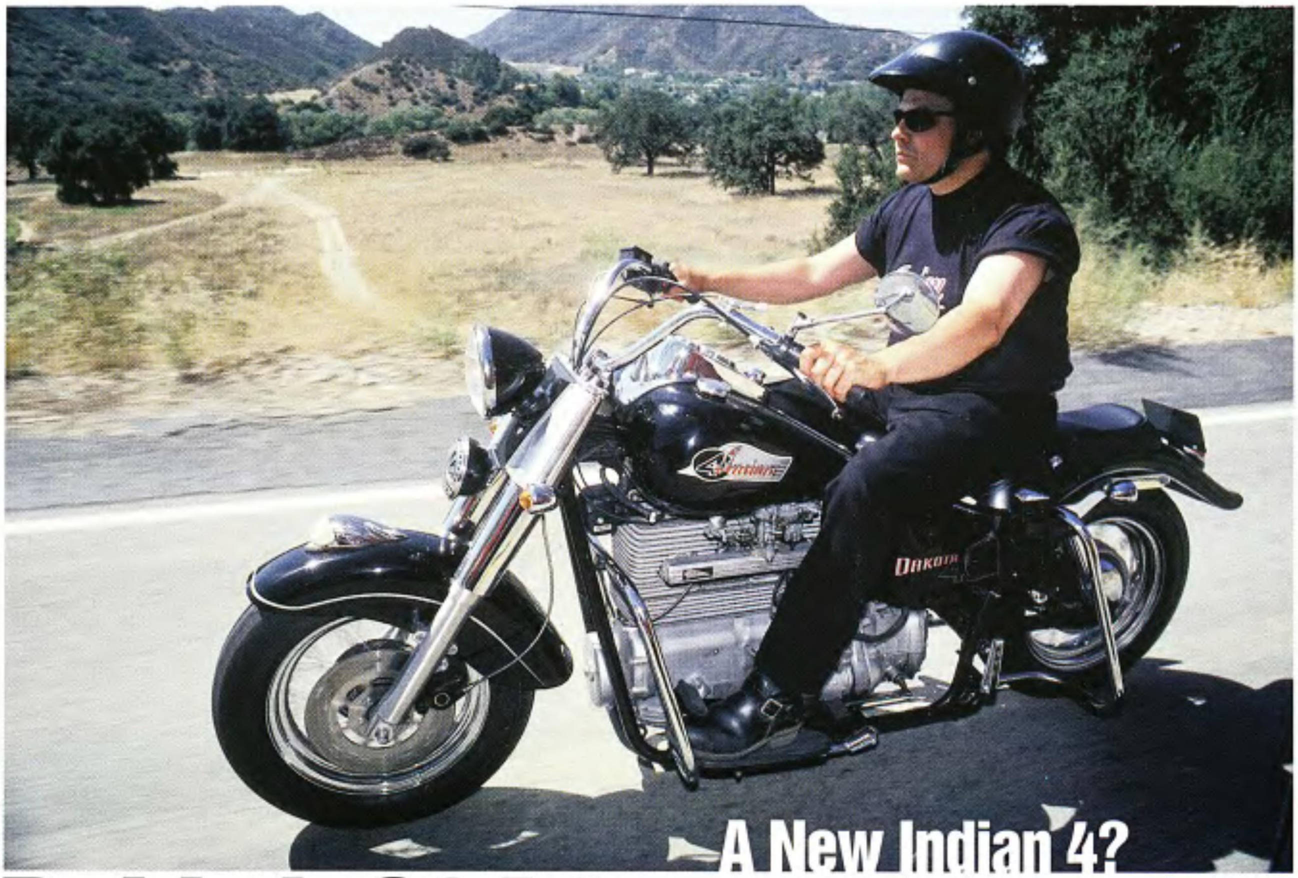


A New Indian 4?

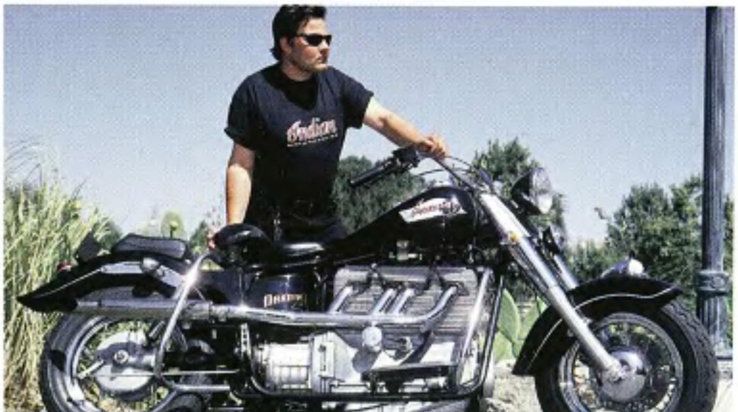
Rebirth Of A Legend (again!)

Once upon a time in America there was a clash of titans. (No, not those guys from Arizona.) We're talking the beginning of the 20th Century, and the spawning of two legends, one a "living legend," the other extinct, or so it seemed. Harley-Davidsons were born in a clapboard Milwaukee, Wisconsin, shed in the year 1903, but beating them to the punch two years earlier, Indian Motocycle (yep, no "r") sprouted up in the city of Springfield, Massachusetts.

Fast forward to the new millennium and Harley is gearing up for their 100th Anniversary celebration. Meanwhile, the original Indian factory had ceased production in the mid-1950s. A variety of efforts, some genuine, some very bogus, were made over the years to help in the rejuvenation process of the famous redskin. In America today, the Indian Motorcycle Company produces both an S&S V-twin—powered, Chief and a newer Scout model out of Gilroy, California.

Perhaps the most famous of the original Indians was the legendary Indian-4 (based on the 1927 1265cc four-cylinder ACE, which was based on the 1917 Henderson-4). The air-cooled, in-line quad 77-cubic-inch Ace-based Indian, with its overhead intake valves and side exhaust valve "F-head" could troll along effortlessly from 10 to 100 mph through its 3-speed gearbox. It was *the* cruiser during the 1920 and '30s. Then in 1938 Indian began producing what most would consider the ultimate 4. It featured cast iron heads, new tappets and rockers with aluminum fins, and a host of color schemes. More than a half-century later, the Indian-4 continues to grow in mystique and value.

Enter Alan Forbes of England. Now let's get thoughts of mad dogs and Englishmen out of the picture, this guy has done serious justice to the Indian legacy, besides he's from Scotland.



His company is called Indian Four of the U.K. and he's building, what else, Indian 4's again. Called the Indian Dakota-4 it displaces 1845 cubic centimeters, about 108 cubic inches, and comes in naturally aspirated or fuel-injected versions, good for 75 and 100 HP respectively. Various chips are available in order to hand-tailor the bike's performance to the owner's preferences.

DAKOTA 4

Photos: Kim Peterson

The sand-cast transmission cases are mated to the engine, also designed by Viking, a Swedish company now part of Forbes' own enterprise. "I just started from the inspiration of the old bikes, the old Indians," says Alan. "Nobody was making that type of machine again, because people were saying they ran hot and so forth. The Dakota-4 is not so much meant to replicate but to continue the line itself. When you place an old Indian alongside a Dakota, the differences are clear, although there is a strong retro element. We are developing the Dakota along a theme, that is, one fitting to carry the mantle of the name Indian."

Alan has been making vintage bike parts for almost 30 years, so it was a natural progression for wrenching up his own. "People would look at one of my original vintage Indians and say, hey, is that a Harley made in India. I'd reply, some day you will know," he laughs. "Much of my work has been boosting, or as you Americans say, promoting, the original Indian. By that I mean numerous appearances on TV interviews, the production of a video (*Old Indians Never Die*), and mentions in various books and mags, to the point that I, and others like me, have kept the classic American motorcycle in the public's eye—on both sides of the pond. That, I believe, has made the Indian name today more recognizable today than it was 20 years ago."

Now, that flag waving has taken Alan across the Atlantic to the "Colonies" where he traversed North America on one of his Dakota-4s. "We were curious to see the reaction of Americans to our Indian-4." Naturally, he was asked about the Indian Motorcycles being made in the states. Alan replied, "There has been some small dialogue, but you could say they make a motorcycle and they sell it; what we do is sell a motorcycle and then make it. They work in a mass produced way, and we initially planned to produce only 100 bikes a year." By the way, Alan owns the trademark rights to the name "Indian" in the United Kingdom.

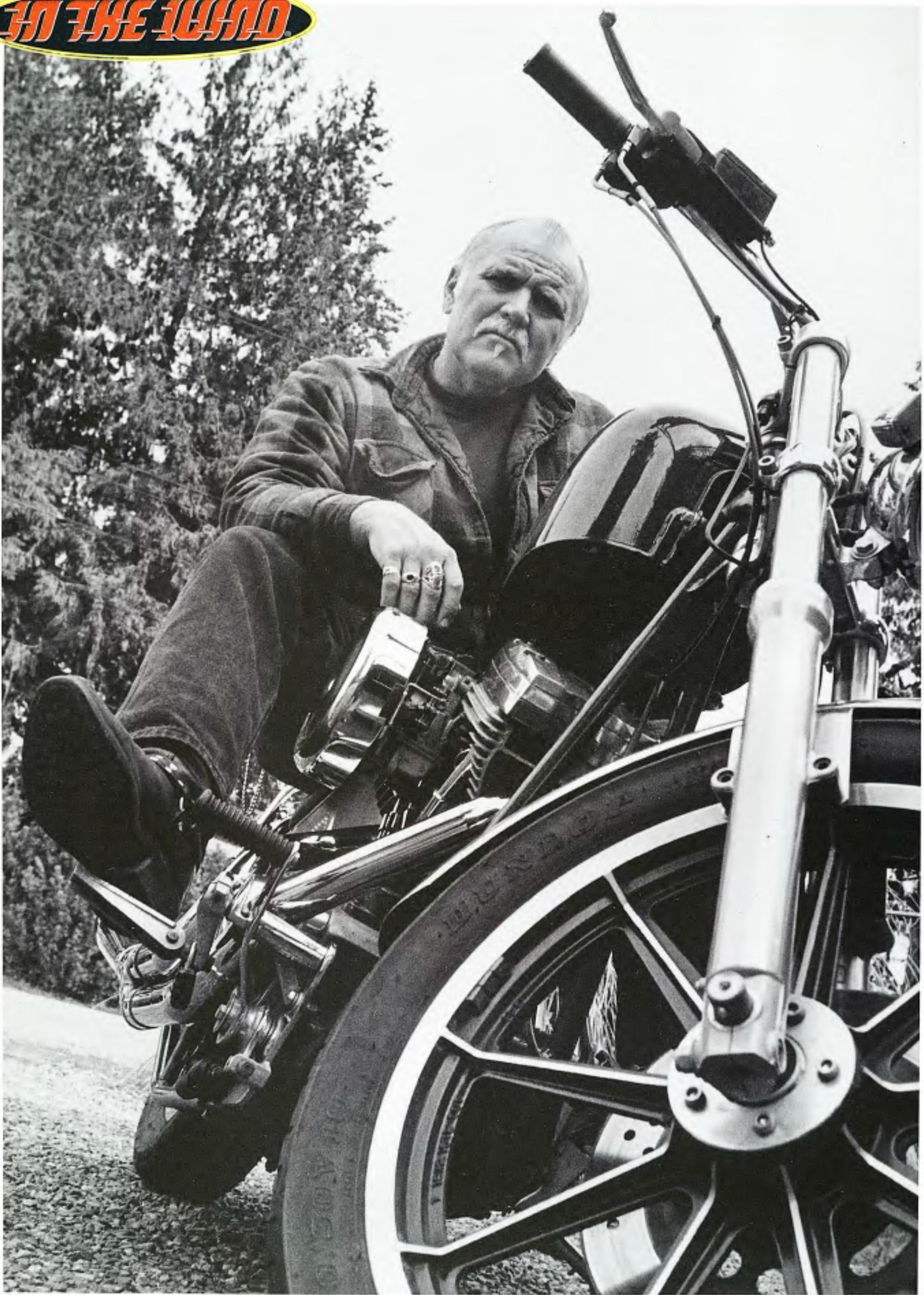
Alan goes on to say, "Now having been on the ground in America on holiday, appearing in places like Daytona Beach for Bike Week, the feedback has been fantastic, unbelievable. From all accounts, we've hit the nail on the head, or as the Yanks say, the bike pushes the right buttons. It's got that six-branch manifold sitting out there that just says big, old motor. Harley riders say, yeah, I can see myself riding that.

"Right now there's only a handful of Dakotas in the U.S., and the production costs are very high as we build only a few at a time, but as production increases, the costs will come down." The cost of a Dakota as of this writing is around $35,000.

In the world of custom V-twins, that price is certainly not intimidating, especially when you see what you're getting. Alan Forbes is definitely in control of his dream. "I'm not going to compromise. I want to make the bike to my own standards. I can also tell you that we're about to produce twin cylinder bikes with motors of our own design. And I'm not opposed to having a production facility in the U.S. as well."

The future bodes well for the new, Indian-4 and Alan Forbes and his Dakota will no doubt be paving new milestones in the history of motorcycling. For more info on Mr. Forbes' fabulous Four call 011-44-131-557-5807 or e-mail: alanforbes<motolux@easynet.co.uk>.

— Paul Garson



"What are you lookin' at, eh?"

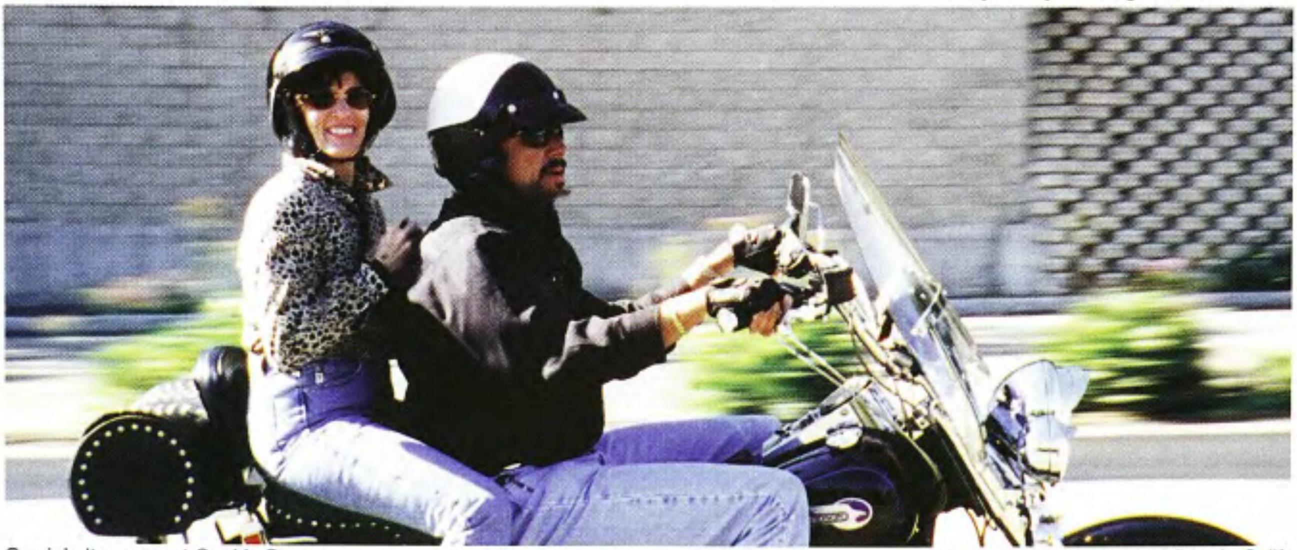
Heather Smith, Regina, Saskatchewan

Monument Valley provides the backdrop... free of charge. *Susan Tannheimer, Drumore, Pa.*

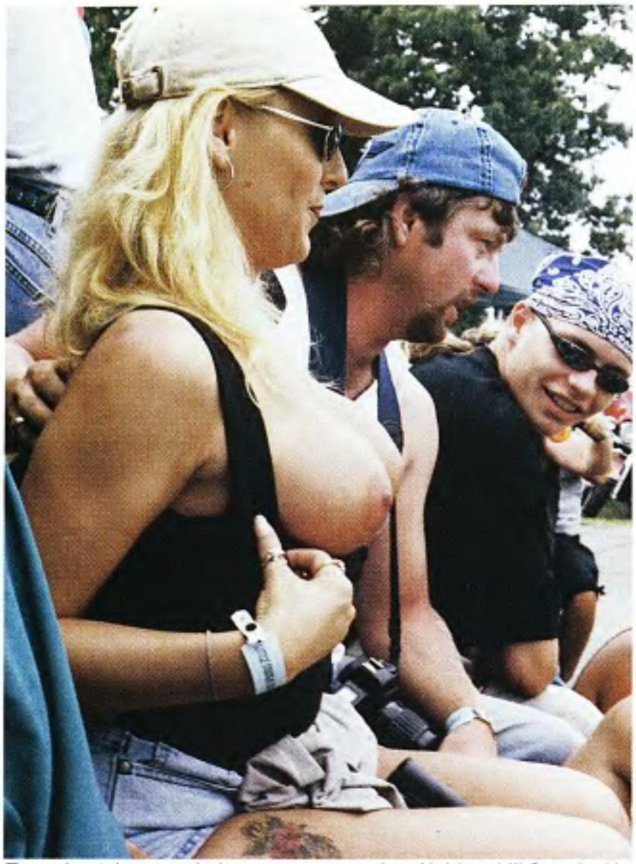
Hog-wild at the Arch—Street Vibrations party time at Fitzgerald's Casino. *Linda Barbour, Reno, Nev.*

She's off to a good start. *Buddy and Andy Blystone, Pittsburgh, Pa.*

Cruzin' dogs and cats at Cook's Corner. *Perry Ashby, Huntington Beach, Calif.*



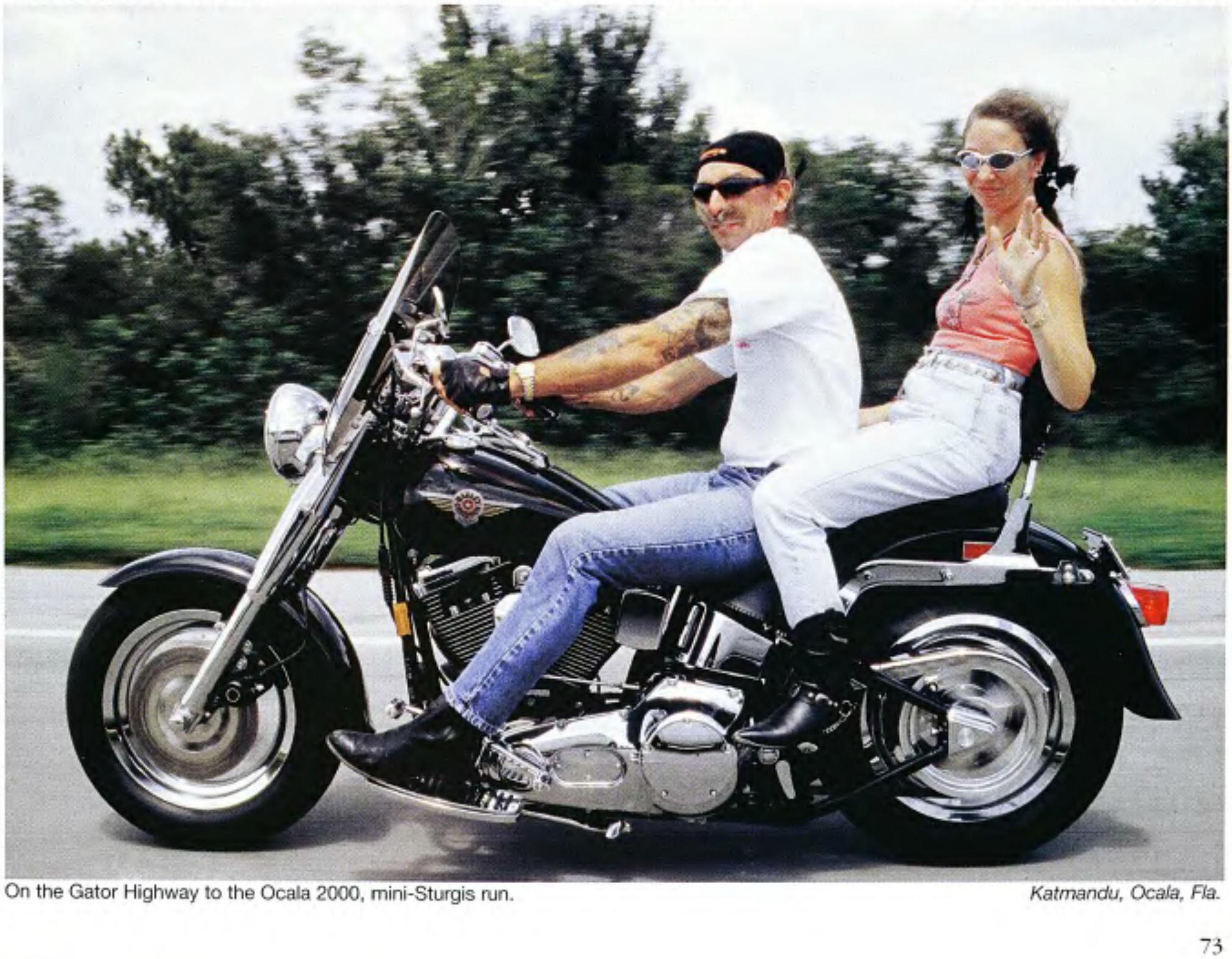
Cruzin' alter egos at Cook's Corner. *Perry Ashby, Huntington Beach, Calif.*



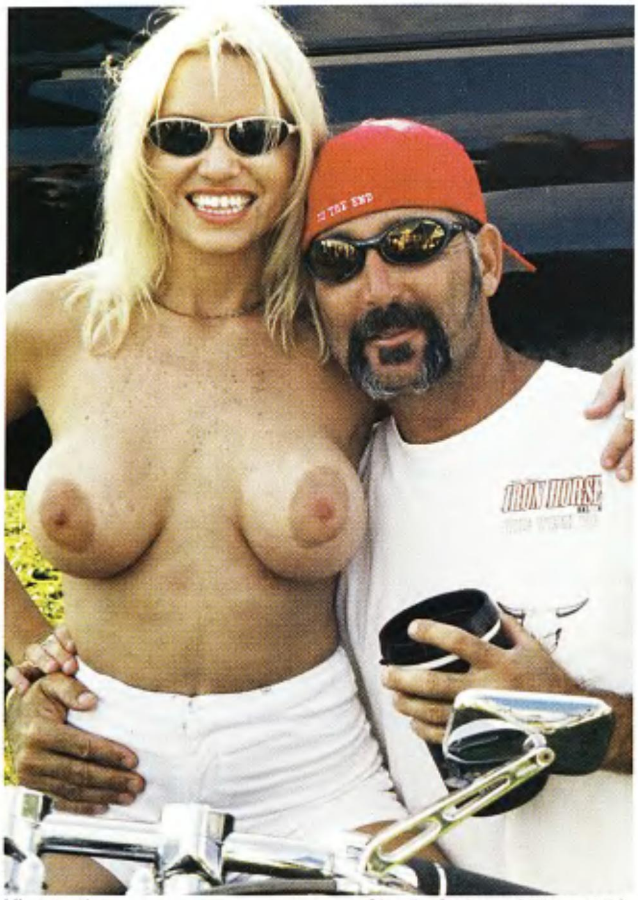
Torpedo-style, crowd pleasers. *Joe Akridge, Li'l Sturgis, Ky.*

Spring training must be close. *Steve Kaufman, Los Angeles, Calif.*

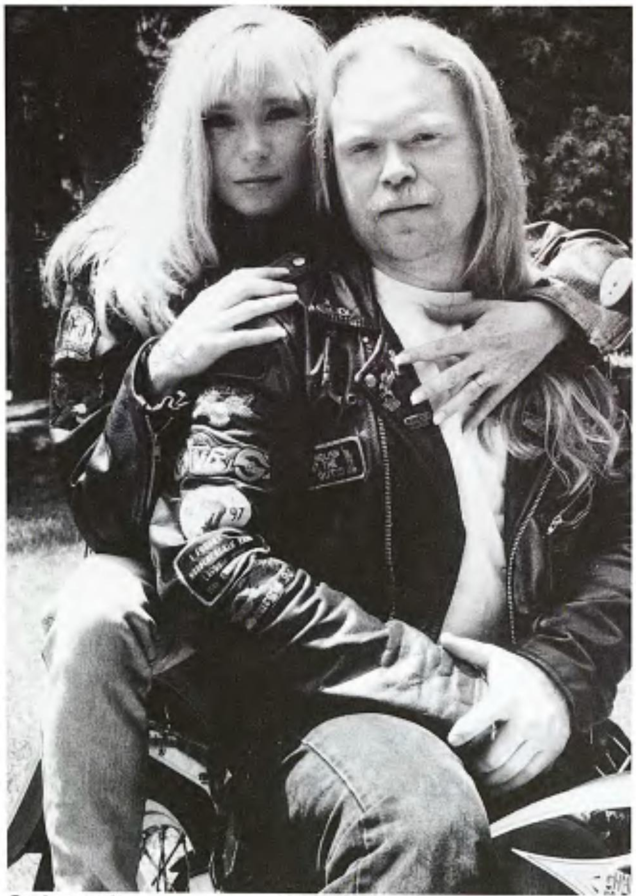
A fan for life. *Mike Parker, Chatham, Ontario*



On the Gator Highway to the Ocala 2000, mini-Sturgis run. *Katmandu, Ocala, Fla.*



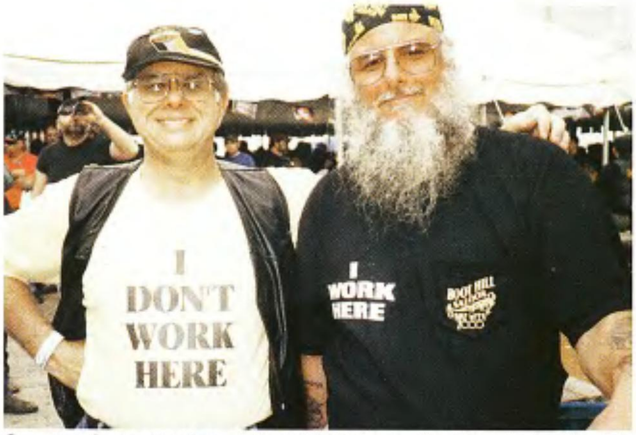
Nice teeth. *Charlie Corkum, Wilson, N.C.*



Cycle couple. *Nate Ullrich and Theresa, Clinton, Iowa*

Good karma totem? *Butch and Lisa LaChapelle, Tilton, N.H*

Mixin' and matchin' at Sturgis 2000. *The Xer, Austin, Minn.*



Someone's on vacation at Boot Hill Saloon. *Da Beav, Lake City, Fla.*

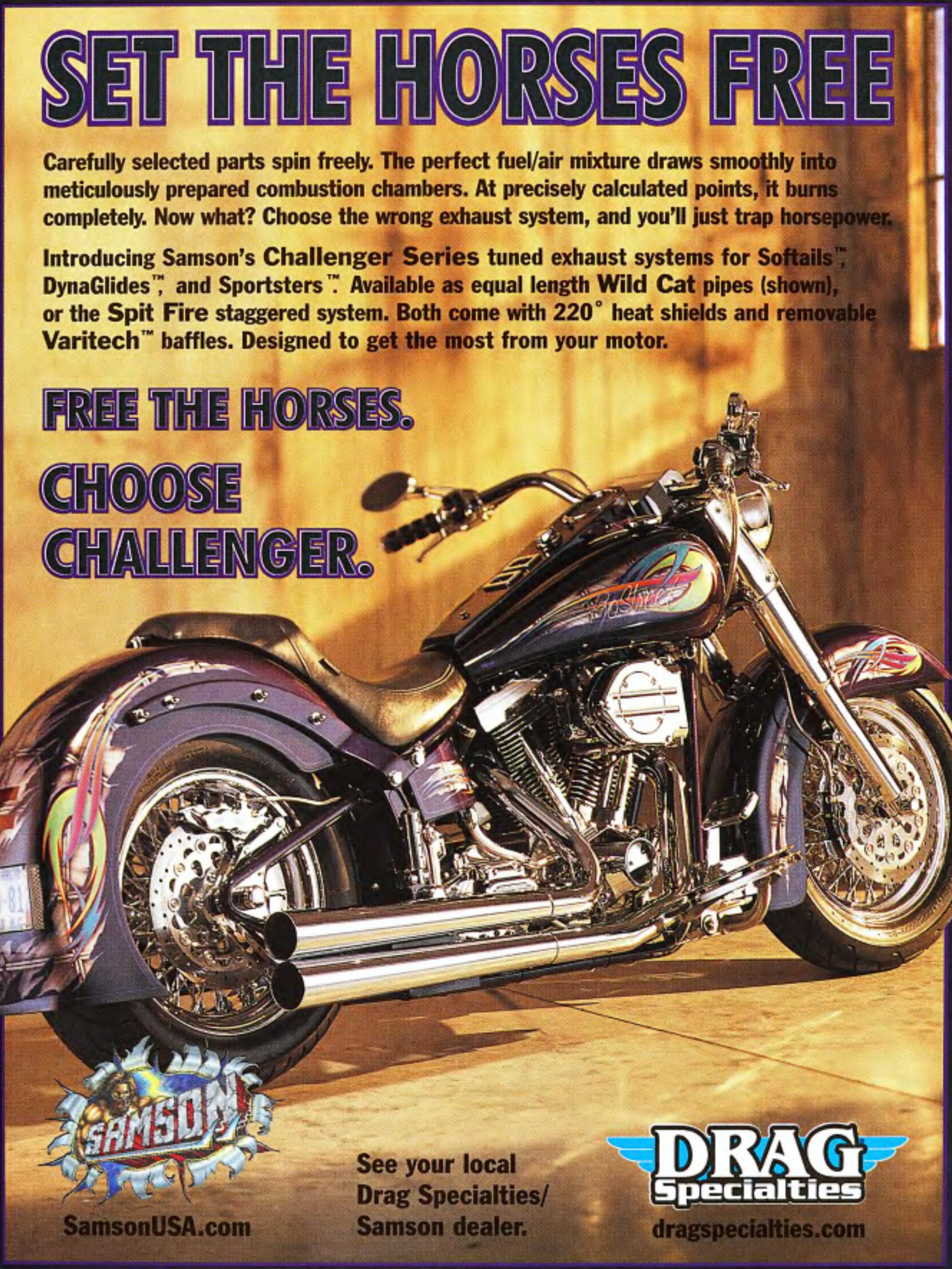
Connecticut Bike Week revelers. *Tony Fedock, Bridgeport, Conn.*

There's nothin' like sunset on two wheels.

Who sez ABATE of Georgia Dist. 3 don't party down?

Terry Banks, Draketown, Ga.

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints, color slides (35 mm, 2 1/4, 6 x 7, or 4 x 5) or digital art. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all out biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. (Oh, yeah—we now pay $100 for every full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for each black-and-white picture printed.) Please label all the photographs you send with your name and address. Also, if you want your photos returned, please include a self-addressed, stamped envelope (SASE). Mail to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000. WE NOW ACCEPT DIGITAL PHOTOGRAPHY!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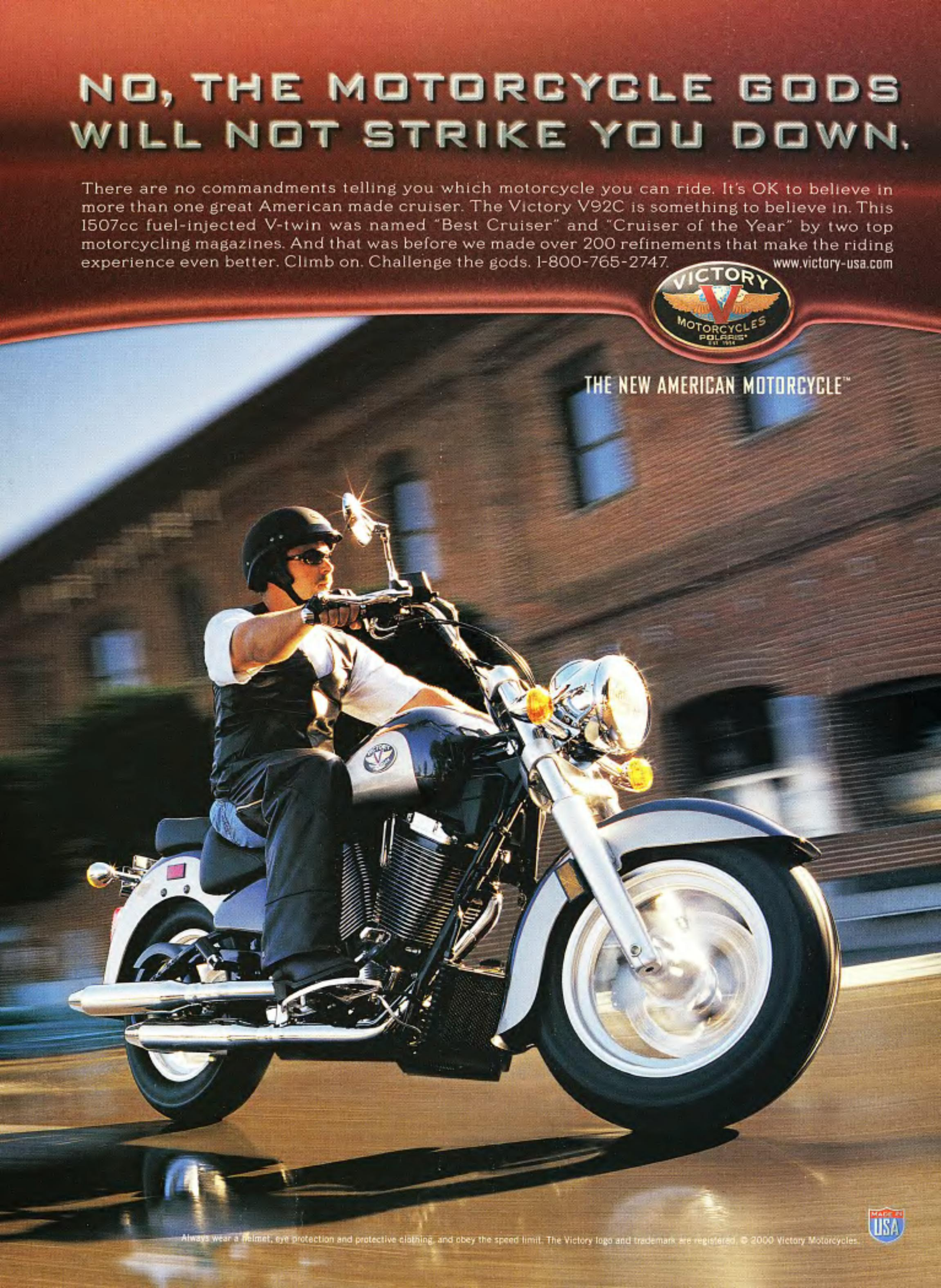
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The Swan

DON HOTOP THROWS VICTORY A FEW CURVES

When I first laid eyes on a Victory, I thought, 'now there's a pretty girl, she's just got some ugly clothes on'," says Don Hotop, Iowa's top custom builder and *couturier extraordinaire* for this lanky lass. "She just didn't come across too well with the sheetmetal."

"I really didn't know where to begin," he admits. "It's a whole new ball game, not like a Harley where you know where every bolt is." The biggest difference for Don was the engine. "Just the sheer size of it," he laughs. "It doesn't have any pushrods, there's no carburetor to see... that's the trickiest part to work around, because all you have is the two huge cylinders and nothing else to draw your attention away from them." Speaking of the motor: Don was very impressed with its innards, "Let me make sure nobody's within earshot here, but Harley's got a lot to learn," he laughs. "We got the bike as a test bike, so it wasn't treated well to begin with. It had 5,000 miles on it, but inside, the motor looked like it had never even been started; no signs of wear whatsoever, except for some carbon in the heads. It has a lot to do with the parts they use. The valves, gaskets, the fittings, everything, it's just really very well built."

The only fault he could find was with the super heavy 5-speed transmission, which "clunks and bangs" resulting from what he calls gear clash. Don opened it to get a peek inside and "play a little with it," but being that he was under a very tight schedule, he only managed to make minor adjustments. "But now that I have more time, I have their gearbox problems pretty much straightened out," he adds. "In fact, the 2001 models don't have that problem anymore." All this inner perfection left Don solely with the task of bringing the bike up to par in the looks department. "I only hit upon it lightly," Don explains, "because I didn't want to take away from what they built. I wanted to make sure that people could still recognize it for what it is: a Victory."

Don built the bike for "one of the major sales people" at Victory, and consequently the company supplied him with everything he needed. The most obvious modifications are the sheetmetal, but there's lots more: for instance, Don modified the rear shocks to lower the entire bike, and the front fender mounts were wholly redesigned. The frame was raked five degrees, narrowed under the gas tank and widened in the rear to accept the 200/16 tire. "This stock Victory frame is a strange little piece," Don explains, "because it all comes apart. The lower frame rails unbolt in the back and up in the front, right below the neck, from each side and come off, and then you have the cradle, which goes over the top and then down behind the engine, and that unbolts, too. And the same goes for the rear swingarm. A whole section comes out so you can change the belt in case you break one."

Lowering the seat was more difficult because of the large shock sitting right underneath it. Nonetheless, Don managed to get the seat height down to about 26 inches, which is just about the same as a stock Softail's. "I could have gotten the seat a little lower, but I wanted the bike to be able to turn. I knew other people were gonna ride it, and I didn't want them to go through a canyon and drag the pipes or the kickstand off."

Don concedes that there are "a lot more things I could have done to make it more eye appealing, but I would have had to give up some of the things that make riding it fun."

Most of the used parts are proprietary, "right out of Victory's accessory catalog. We used GMA triple trees for the front end and made our own new top triple tree. Bill Gardner at GMA set up the 6-piston caliper mounts for us, for instance, and is going to offer some of that stuff, too." Don's team also made the speedometer top riser clamp with the speedo and cup in it and wrestled with the unusual gas tank. "The tunnel on that gas tank is actually 6 inches wide in the front, bellows out to almost 8 inches and goes back down to 6. It's almost coffin-shaped. We built the new tank to accept all the original equipment (such as the gas gauge sending unit and the lines for the fuel injection), because we didn't want to leave anything out.

"We also did some modifications on the swingarm, adding a brace and a little body panel on the back to take care of an empty spot. We did the lower belt cover on the right, pulled the side covers in and redesigned the whole oil cooling system, which was a major deal trying to find out where the air streams were on the bike. In the process, we found that Jag oil coolers were working better than Victory's, then we moved the cooler between the cylinders. We also did some flow tests on the air box and found it wasn't delivering as much air as it should, so we designed a new air box for the downdraft throttle body. We had to put all the air sensors in it and put this little air filter over it, which runs about 600 cfm through that thing. Now we get plenty of air for that 92-inch motor."

Don and his team actually spent most of the 8 or so months they worked on this bike on research and development, because it was virgin territory. Now that they have their first victorious custom-build behind them (getting it done with 40 minutes left before leaving for Sturgis last year), Don is very optimistic about future projects. "In fact, we've got two of them going right now, and they're coming together really easy because we know what works now."

Judging by the looks of things, Victory's "ugly duckling years" may soon be over. *—Red Baron*

Owner(s): ....David Wager
City: ....Lake Dallas, Minnesota
General
Fabrication: ....Don's Speed & Custom
Year and make: ....1999 Victory
Model: V92C
Assembly: Don's Speed & Custom
Time: ....8 months
Chroming: ....Precision Plating
Engine
Year: 1999
Model: ....Victory
Rebuilder: ..Don's Speed & Custom
Ignition: ....Victory
Displacement: 92-cubic-inch
Lower end: ....Victory
Balancing: ....Victory
Pistons: ....Victory
Cases: ....Victory
Heads: ....Victory
Cam: ....Victory
Lifters: ....Victory
Carb(s): ....fuel injection
Air cleaner: ....Drag Spec./Hotop
Pipes: ....Samson
Transmission
Year: 1999
Modifications: polished/West Coast Choppers
Shifting: 5-speed
Engine sprocket: ....belt
Trans/ Wheel sprockets: ....stock
Painting
Molding: ....Hill's Hot Rods
Painter: ....Hill's Hot Rods
Color: ....black
Type: ....urethane
Special paint: ....graphics/ Jason Hill
Frame
Year: 1999
Builder: ....Victory/ Don's Speed & Custom
Type: ....swingarm
Rake: ....35 degrees
Shocks: ....Fox
Other alterations: ......swingarm has lower support strut
Accessories
Bars: ....Ness flat track
Risers: ....Victory/Hotop
Handlebar controls: ....Ness
Fender(s): ....Russ Wernimont
Headlight: ....Headwinds
Taillight: ....Don's Speed & Custom
Speedo: ....Victory
Dash: ....Don's Speed & Custom
Front pegs: ....CCI soft touch
Electrics: ....Victory/Hotop
Foot controls: ....Hotop
Gas tank: ..Don's Speed & Custom
Oil tank/system: ....Victory
Primary cover: ....Victory
Seat: ....Hotop/Danny Gray
Mirrors: ....Pro One
Grips: ....Drag Specialties/ Hotop
Forks
Type: ....Wide Glide
Extension: ....stock
Builder: ....Victory
Special features: ....GMA/Hotop triple trees
Wheels
Front
Size: ....19 x WMZ
Hub: ....RC Components
Rim width: 2-1/2-inch
Tire: ....Avon 90-90
Brake: ....GMA 6-piston
Rear
Size: 16-inch
Hub: ....RC Components
Rim width: 5-inch
Tire: ....Avon 200
Brake: ....GMA 6-piston
Other special modifications: .... Radiused license plate frame, grilled voltage regulator mount, special brakes and mounts by GMA, and much more.
Special thanks to: .... Darcy Betlach, David Wagner, Jesse James, Kenny Price, Russ Wernimont, Precision Plating, Sieg, Charley, and Joan.
Photos: ...... Pam Proctor (location) Frank Marott (studio)

FoxHunt

Meet October's Winner

Roxy LeRoux is billed as the World's Tallest Centerfold and can now add Fox Hunt Winner to her list of titles. She's very proud that she was selected as your October winner and, quite frankly, so are we. Standing tall at 6-feet 2-inches, Roxy grabbed your vote with ease. Many of you recognized her and flooded the office with votes. We were really glad, since she's bigger than most of us and we were afraid to tell her if she *hadn't* won! As a feature entertainer, you're likely to see her somewhere close to you. In fact, if you make it to our Invitational Bike Show in Columbus, Ohio, this year, she'll be appearing close by! (It was a special request by an oily staff member) Take it from someone who experienced it up close; if you're lucky enough to see this lovely's act onstage, you'll be spellbound. Well, that may be too much of a word...suffice it to say you won't be able to stand up really quick afterward! Offstage, Roxy's just your average, gorgeous, tall girl, who loves to draw and watch movies. We decided to team her with our ace photog, Michael Lichter who shot her on Rick Poster's, '74 shovelhead. After making sure she wouldn't get too mad at us, we went back to the ol' Russ Meyer style of film (with the help of our expert imaging staff) and produced the Attack of the 50-foot Centerfold starting on page 56 .

—*I. Sherwood Dewer*

Amanda—Louisiana

#301

"I was 18 and the second most arousing experience of my life! I won't tell you the first, but this left me tingling and weak too."

Shayne—Ohio

#302

"My first ride? Well, the one on the motorcycle made me realize that anything is possible on two wheels...if you know what you're doing."

Li'l Bit—Tennessee

#303

"My first ride made me feel like I was as free as an eagle, soaring in the wind."

Melanie—Oregon

#304

"My first ride was with a Marine on shore leave. I was 16 and fell in love with the whole lifestyle."

Reneé—Louisiana

#305

"I guess you could call me a late bloomer, my first ride was last year. I've had many offers and ever since, I've realized...I want my own!"

Alison—North Carolina

#306

"My first ride speaks for itself. I had 'lock, ignition, accessories' imprinted on my ass for several weeks!"

FoxHunt

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders!* We're hunting for the best-looking, real-live, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare and deluxe accommodations at a hotel Spider doesn't know about (or isn't allowed into) and maybe—just maybe—even a ride on one of our Hogs.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders.*

Applicants must be 18 years of age or older to be considered. The following documents are required of each Fox Hunt entrant:

1. Entry photos must be topless. No Polaroids!
2. The release form on this page signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be color prints, or color slides—no negatives and no Polaroids. Send in more than one and let us decide. Sorry, absolutely no photos can be returned without a self-addressed stamped envelope (SASE); all published entries become the property of Easyriders, Inc.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to #333 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes February 1, 2001. The voting deadline for this month's crop of cuties is February 28, 2001. We'll print the winner in the July 2001 issue.

Here she is, your November 2000 winner in our monthly Fox Hunt, Renée, #1104, from Boston, Massachusettes. See more of her next issue.

333

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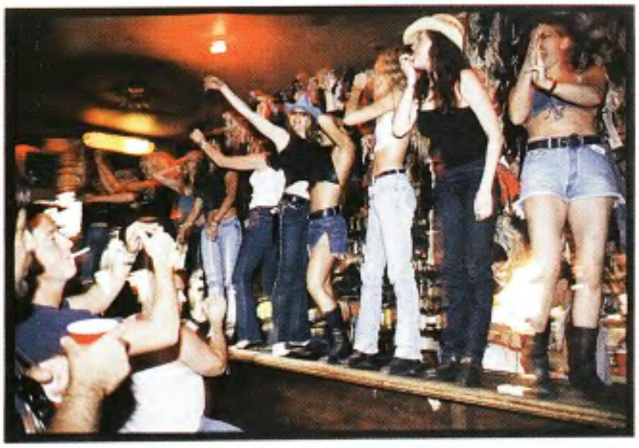
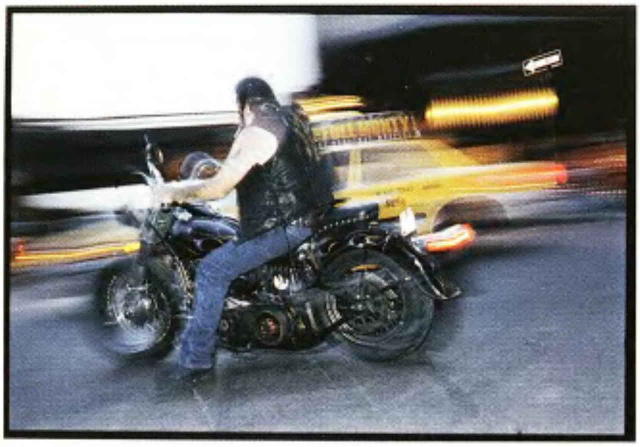
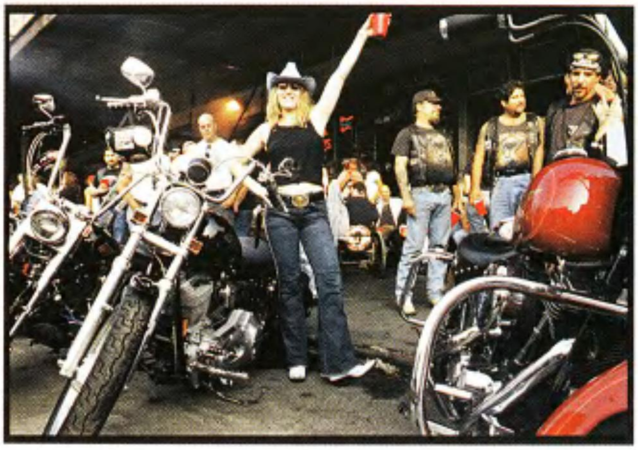
Hogs & Heifers Saloon, New York City

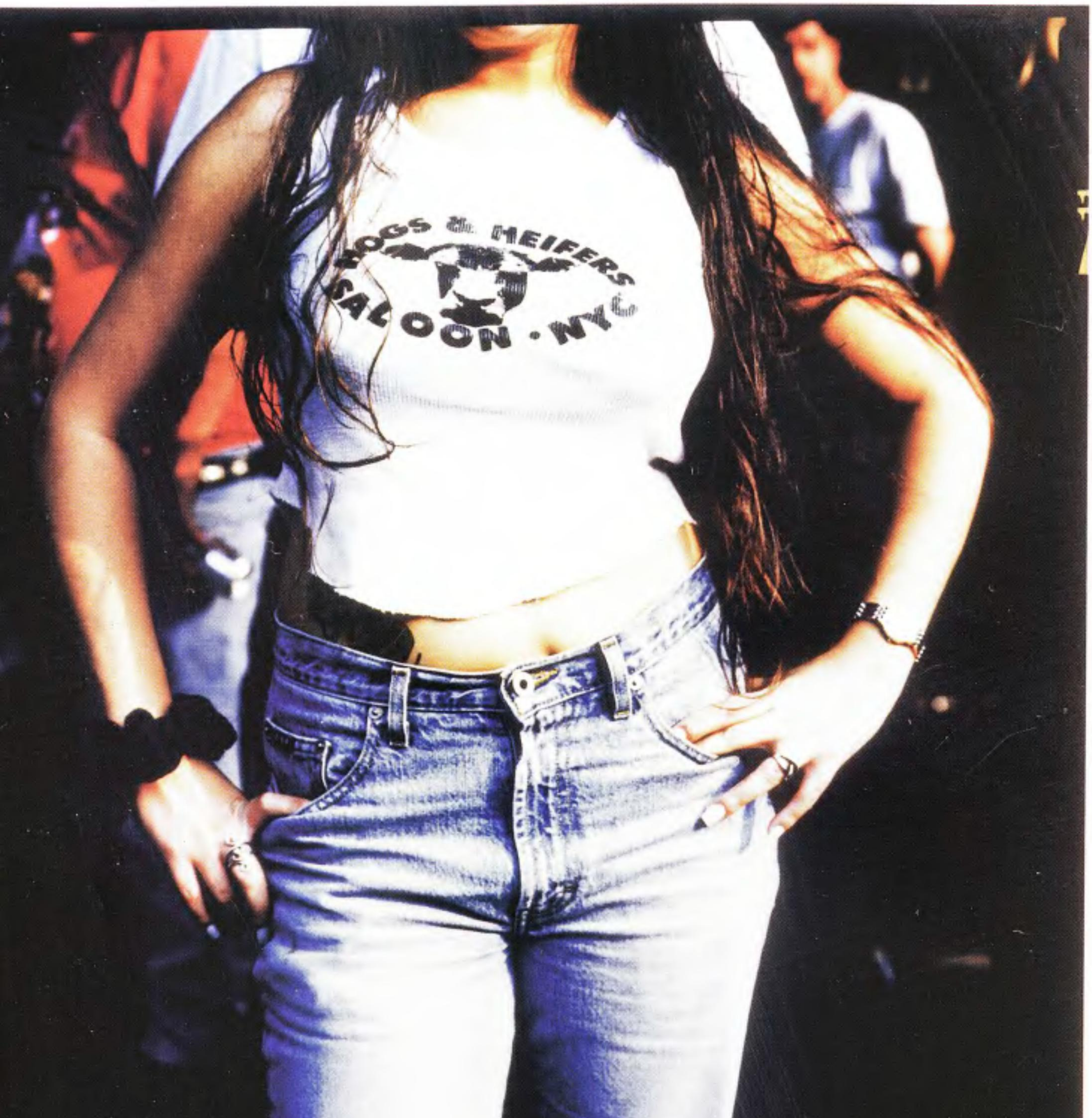
Honky-tonk music is blasting from the well-stocked jukebox. Suddenly, the music cuts out. "Shut the fuck up, sit the fuck down, buy me a shot, or get the fuck out!" hollers a pretty bartender standing on the dance-worn bar inside Hogs & Heifers Saloon. Dressed like an outlaw Daisy Duke, her cowboy hat is tipped over her brow with sass and one hand is perched on her hip. Her haughty glance zeros in on a guy who thinks he's Mr. Cool. "Yeah, I'm talkin' to you, asshole," she grins. His friends start laughing and then everyone is in on it. Mr. Cool shuffles over to the bar, shots are consumed and the music is again pumped up to ear-splitting level. The rowdy crowd cheers as the all-female bartenders mount the bar and clog dance the pitted wood with their beat-up cowboy boots in the kick-ass, sexy Hogs & Heifers style that sends the patrons wild. By the end of the song, four female customers have joined the bartenders and another bra is provocatively tossed into the many thousands that are dangling overhead.

Hogs & Heifers is the definition of a die-hard American saloon/biker-friendly bar and is as wholesome as a Jack and Coke. This workingman's and -woman's bar is wild and aggressive and not for the faint of heart. People from around the world, from all walks of life and backgrounds flock to the small bar located on the Lower West Side in Manhattan's Meat-Packing district. Having a good time is mandatory here or you will get picked on by one of the bartenders for being a sourpuss, and definitely get kicked out if disrespectful in any way. The bartenders run the legendary "show" that has made this obscure watering hole wildly popular.

"We are a hardcore drinking establishment where women can get up on the



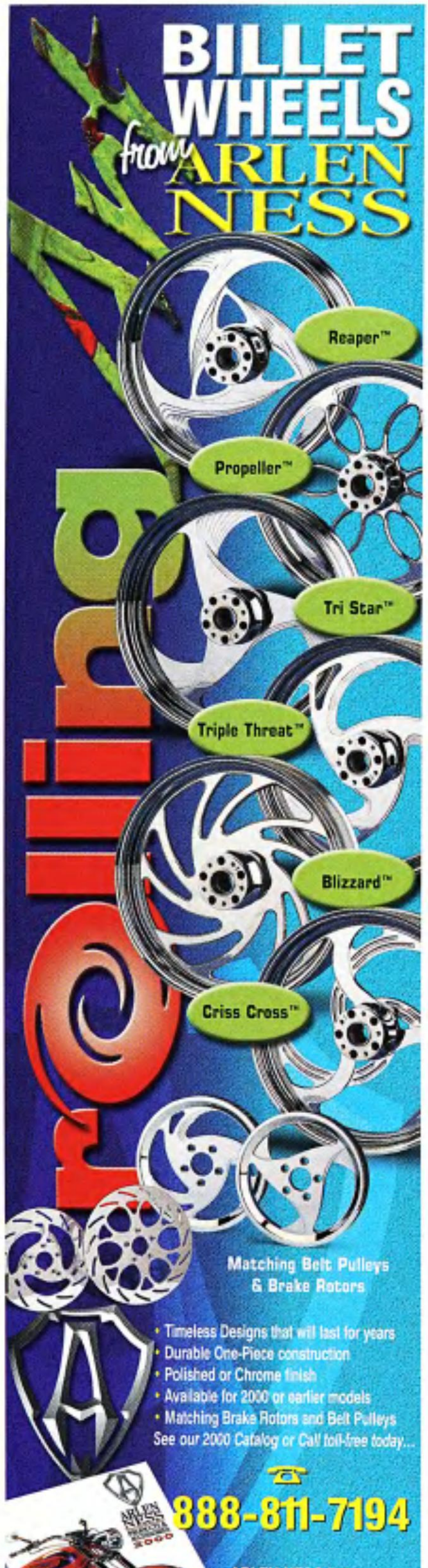





bar and dance, and take off their bras. There's not a woman out there who hasn't had a fantasy somewhere along the line of being a go-go dancer; a star. We provide them the opportunity to have a lot of fun and get a little outrageous in a safe, fun environment," says Michelle Dell, owner of the famous saloon. Her warm, outgoing personality radiates in the place and she greets everyone as if receiving folks into her home. "The customers are great. Some of the greatest people I've ever met."

Even as a patron there's an instant camaraderie with strangers whom you've never met before. "What I love most about Hogs are the people who come from everywhere—sharing the experience of great music and the craziness that happens off and on the bar," says long-time customer, Tara Alicia. Weekend pig roasts draw hundreds of bikers during the summer months to the downtown location. There's also a Hogs & Heifers on Manhattan's Upper East Side that features live music.

But Hogs is not for the timid. Michelle brilliantly mixes aggression with dynamic feminine energy in a way that makes people smile. "I put very intelligent,



talented, creative, powerful women behind my bar. I look for women who are in control of what it means to be a woman and what it means to be sexy and feminine, yet tough and strong." The young, Manhattan-bred woman defines those qualities herself. Raised by a hard-working, hippie mom who empowered her daughter and son with the gift of knowledge, Michelle became a powerful woman and a highly respected bar owner in a business usually dominated by men.

Michelle was the first bartender to be hired by the late Allan Dell, who, soon after dating her, proposed marriage. Together, with the help of their best friend and bar manager, Mick McGee, they built the personality and essence of the bar, eventually trade-marking the business worldwide. The basis of the bartender-customer routine stemmed from former partner, and owner of the Village Idiot, Tom McNeil's attitude; namely, you'd better buy the bartender a drink, or else! The rest of the routine: the dancing, the outfits, the interior and heightened interaction with the customers, grew from Michelle's heart.

The famous clog dance the bartenders now perform started back in the early days as an attempt to keep warm. Space heaters were the only heat source during the winter months so Michelle would dance on the bar to warm-up. Eventually, another bartender was hired who also happened to be a tap dancer. While joking around together the two created the legendary clog dance. For tap-dancing Karen, it evolved from goofing off with her dance training. For Michelle, the inspiration was from her favorite movie scene in *Coal Miner's Daughter*, where the mother lifts up her skirt and begins clogging to a song on the radio.

Decorating the dusty, nicotine-stained walls and ceilings of Hogs & Heifers are odd trinkets and memories reflecting the family-style camaraderie between the patrons and employees over the years. Thousands of bras dangle from the ceiling. The debut brassiere was tossed by a feisty bar-dancing patron during the first week of business in 1992. The "Cleopatra-esque" gold bustier was tossed in a manner as dramatic as the garment and landed on the antlers of a lone deer head mounted above the bar. From there a trend began and now several deer heads collectively support over 400 pounds of over 4,200 bras, including a few belonging to celebrities. It could be a taxidermist's mystery how the mounted animal heads could support the buxom weight. Then one day, one of the heads literally flipped out causing an avalanche sending thousands of smelly, dusty, fireproof-chemicalized bras on top of the bartenders working below. "It was hysterical and gross, all at the same time," laughs Michelle. Usually, the only time the bras are removed is for counting and weighing each February as an annual charity event benefiting the Breast and Prostate Cancer Research Foundation.

The formula for Hogs & Heifers' wild success caught the attention of Hollywood, albeit in a controversial manner. Initially, the bar was approached to serve as the interior sets for the movie *Coyote Ugly*. Michelle denied them access. "They asked to shoot here and I said no. It was nothing personal, I like the bar Coyote Ugly and I have nothing against it. But I can't possibly have them shoot a movie using my routines, the look of my bar—my trademark look, and put it to the name of a real live competitor on the other end of town!"

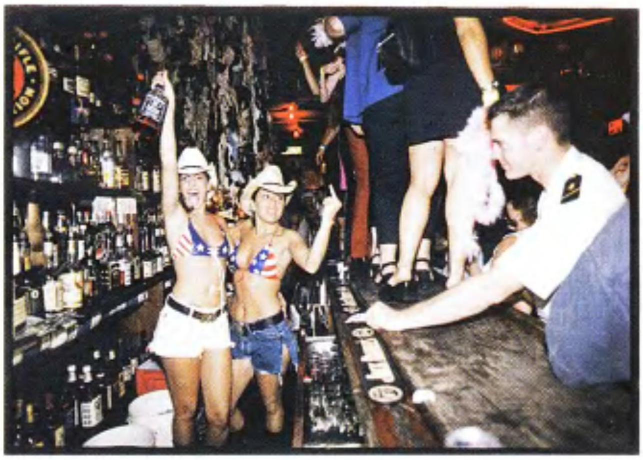
Hollywood wouldn't quit. After an unsuccessful attempt to lure away one of Hogs & Heifers' best bartenders, the film's producers ended up hiring a former head bartender, who had unkindly left Hogs & Heifers years earlier, to teach the actresses the famous routine and dance. Local production workers who were long-time customers of Hogs would show Michelle the prop list and say, "They're building your bar!"

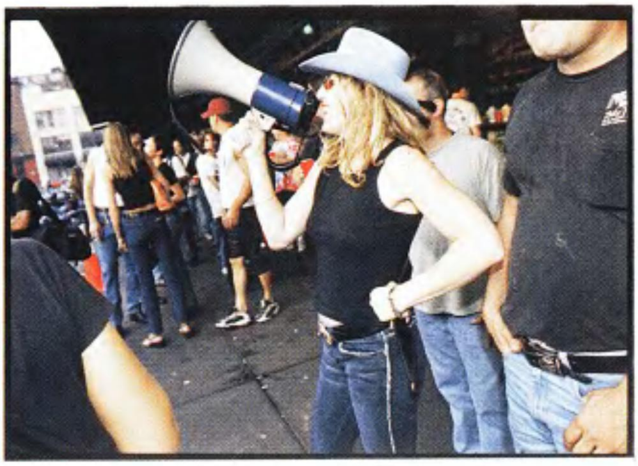
Film crews would be caught drafting the interior and promptly be thrown out. "Producers, assistant producers, all kinds of crew members would come into my bar and say, 'Oh, we're working on this film *Coyote Ugly*,' and the bartenders would thank them, take their money, and tell them to have a good day."

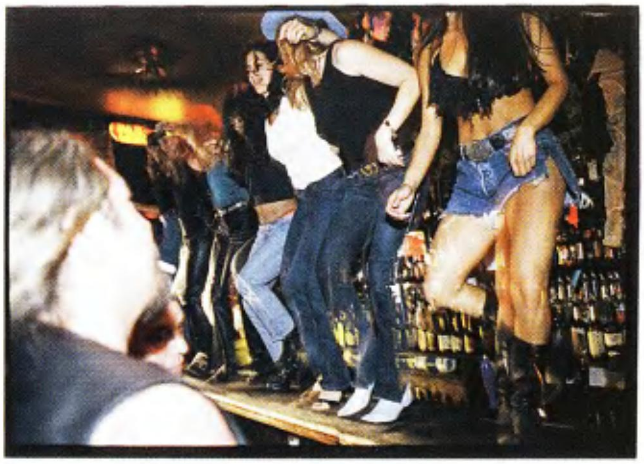
What pisses-off Michelle the most is that the message of empowerment has been distorted in the film through cheesy, faux striptease routines. "They've completely cheapened it and brought it right back to you're nothing more than a pretty girl in a wet T, shaking your ass in front of a bunch of guys. The film company can preach all it wants that the movie is about a young woman becoming empowered and discovering her strengths. But, it's gone; they had a good message and they blew it."

Hollywood did their best to rip-off the Hogs & Heifers environment and signature routines. But, everybody knows where to go for the real thing. Ladies, turn up the music and clear off the bar; I wanna kick up my heels!

— *Sasha Mullins*







Photos: Brian Moss

Makin' Time

If you take a look at any magazine stand in the country, it would seem that people have gotten very interested in sex. Every publication, ranging in content from video gaming to gardening, has a half-naked woman on the cover. I think this is just fantastic. It wasn't that long ago that picking up a woodworking magazine would get you nothing but stories on tools and shit. Today you might just get treated to a glossy yet informational feature with a title like "Chicks With Chain Saws". Don't tell me the world isn't getting better.

A lot of the articles you encounter deal with new and exciting ways to spice up your love life. Everybody wants better sex, more sex, morning, noon and night sex, but I'm concerned that all this attention to copulation may be leading people to make questionable decisions about their sex life. There are only so many hours in the day, which leads me to wonder exactly when people are doing all this coupling. Although I'm all for getting as much as you can handle, you have to take the time to eat and sleep and such. Otherwise you'll end up all burned out and dried up like a mule that's been worked too hard. And don't try to use the porn industry as your guide. Of course they've got endless time and energy for sex. Those people are highly trained professionals.

Using my own experiences and those of some of my associates (I've got to quit hanging around with such weirdoes), I've come up with the following collection of time saving techniques to help you make the most of your valuable hours. You don't have to use your newfound free time for knocking boots, but I know you probably will.

Don't be so fussy about location.

Just because you're not at home doesn't mean you have to be celibate. For instance, next time you're riding the bus, do more than just check out the scenery. But do have some consideration for others. People who are forced to ride public transit have enough problems without having to watch you soil the seats, so choose a bus that's not packed to capacity. Oh, and just as an afterthought, when you're picking out a bus, make sure it's not a school bus.

Get straight to the point.

Foreplay is for sissies. It's like spending 20 minutes smelling and playing with your food before you eat it. It's the meal you're after. You want the ol' lady to have it ready and waiting when you get home. Hell, if you knew you were going to have to cook it, you could have ordered out.

Don't spend so much time at work.

Work takes up an incredible amount of the average person's day. Normally, many hours. This is time you could use to pursue your interests or just lay around the house (or homeless shelter, if you take any of this advice seriously). I'd like to find the guy who invented the five-day workweek and boot him in the nards. Why can't we work two days and have five off? I know personally, by the time Tuesday comes I'm ready for another weekend. Actually, according to my boss, the place would probably be more productive if I just stayed home. Finally, somebody's catching on. I'm not lazy, just ahead of my time.

Get somebody to do stuff for you.

Ideally this person would be your ol' lady so you don't have to pay her, but if she's unwilling you can get help elsewhere. Nowadays you can hire people to do damn near anything. In fact, if you've got the money you can practically get somebody to chew your food for you. Okay, maybe you don't want to go that far, but you can hire people to clean your house, shop for your groceries, even bring booze right to your house and not expect to come in and drink it with you. If you've got rugrats you can also hire a daycare to raise them for you. You could effectively have kids and never see them. My how the world has changed. In my day they would have called you a deadbeat dirt-bag if you fathered kids you never saw, today it's just creative parenting. That's progress for ya.

Relax your standards.

Clean is a matter of perspective. The time people spend on personal grooming and hygiene is unbelievable. If I could get back all the time I've spent in the shower I could write a book or learn a trade. Sure, I'd be one filthy bastard, but I think you can only get so dirty. Like a muddy dog, after a while the grime just falls off.

Disconnect your Internet service.

There are few things that waste as much time as surfing the Net. With the obvious exception of Easyriders.com, there's almost nothing out there worth the time it takes to find it. Yes, I know all about the porn thing, and yes, it can be quite interesting at first, but don't you find yourself getting a little tired of just sitting there looking at what and who you wish you were doing. Internet porn is like looking at a travel brochure when you're in prison. Who needs the aggravation?

Buy yourself a book.

There are many fine publications out there that can assist you in creating your own time saving techniques. There are books that tell you how to make time, save time, buy time and spend time. The problem is that many of these books are very thick and take a long time to read, which kind of defeats the purpose. I would think a book about time management should be very thin.

Give up having fun.

They say time flies when you're having fun, so it would seem that if you want to make more time you should try to live a more miserable existence. Go see your dentist, dig through your old credit card bills, or go to a poetry reading. All these things will slow and distort the passage of time until you wonder if it's passing at all. And if you really want time to slow to a crawl just spend the weekend with your in-laws. If they're anything like mine, you may actually see the clocks move backwards.

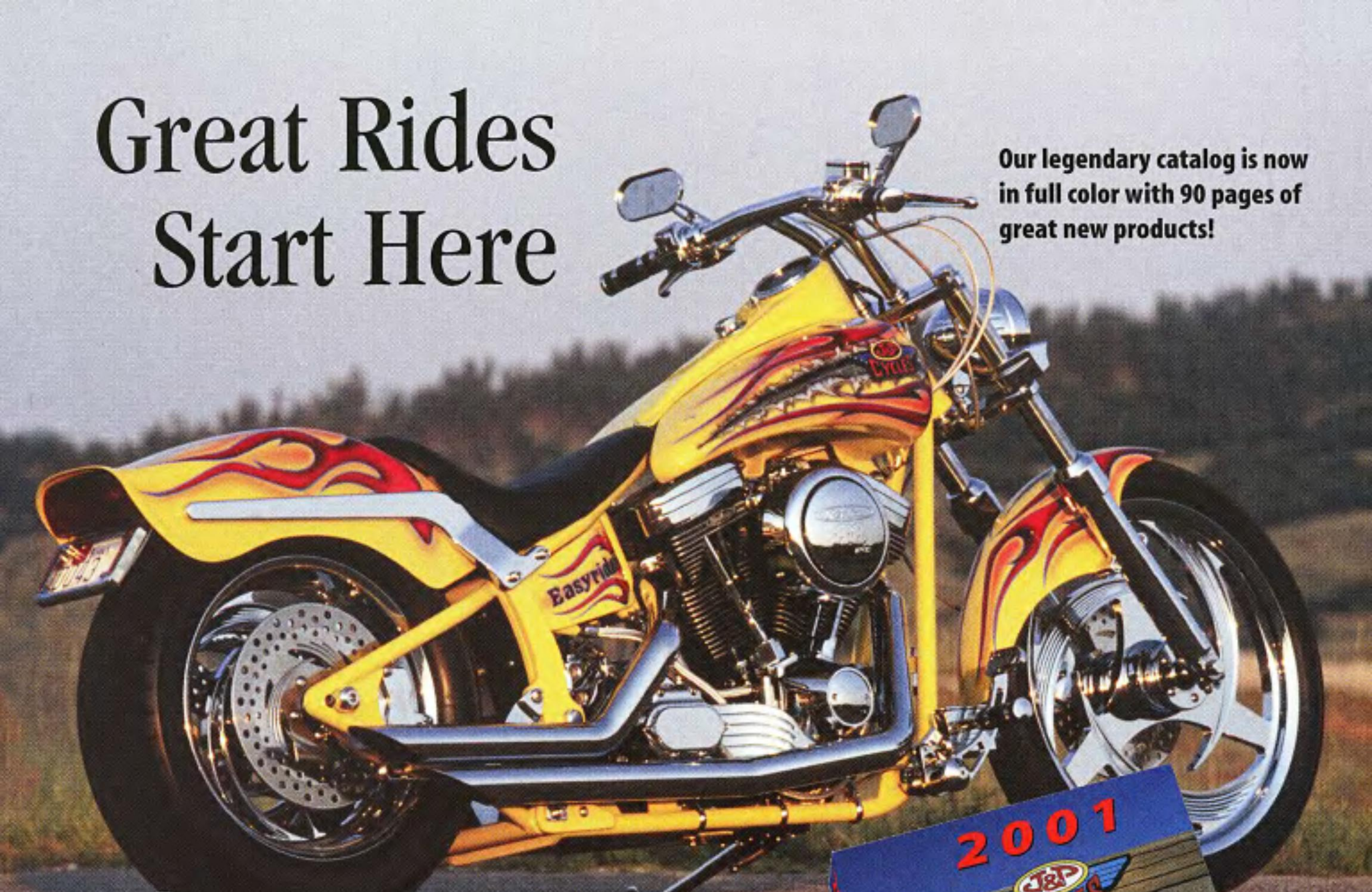
Quit sleeping so much.

The most successful people in the world spend very little time sleeping, at least that's what the wife tells me every time I try to catch a nap. Many of the world's great inventors and businessmen only sleep three or four hours a day. Kinda makes you feel like a lazy-ass doesn't it? Mind you, most of these highly successful men are real grouchy pricks, who don't need extra time for getting lucky because they couldn't get a woman to look at them if they lit themselves on fire, but they get a lot of other shit done.

Practice some family planning.

You think you've got no time now, wait until you spawn a couple of rugrats. Sex is fun, but you always have to consider the side effects. Kids are time intensive. Just the time you spend cleaning up puke will make your head spin, and I won't even get into the diaper changing. You might think this sounds like women's work, but those days are long gone. Women have the world so twisted around that men are expected to do everything but squeeze the kid out. There's even some sick, mad scientist types who hope that someday men will actually be able to have a rugrat. Who the hell would volunteer for that duty is beyond me. On the other hand, if men could have kids we'd be the ones on maternity leave. It's pretty desperate but hey, free time is free time.

The thing to remember about time is that no matter how you manage it, you'll never seem to have enough. It's all about setting priorities. Making time for what's important to you and setting aside all the crap that bogs you down and eats away at your valuable life span. As far as anybody can prove, we only go around once. You don't want to be one of these guys who lies on their death bed wishing they'd spent more time at the titty bar. I say go to that titty bar, ogle that peeler, then go home and ride the ol' lady like a stolen horse. And if she complains about you going too fast, remind her that your time is too valuable to waste. — *Greg White*



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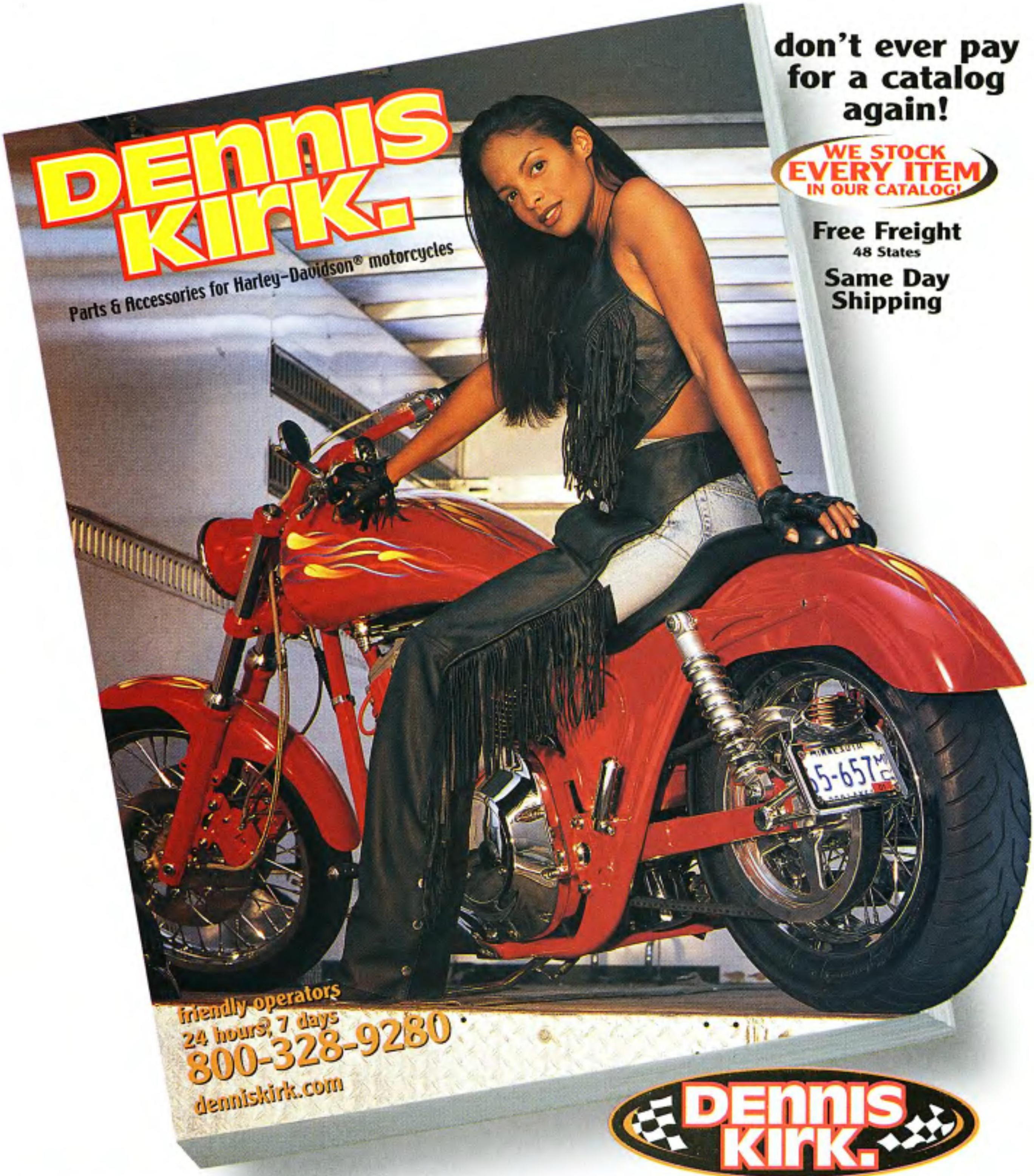

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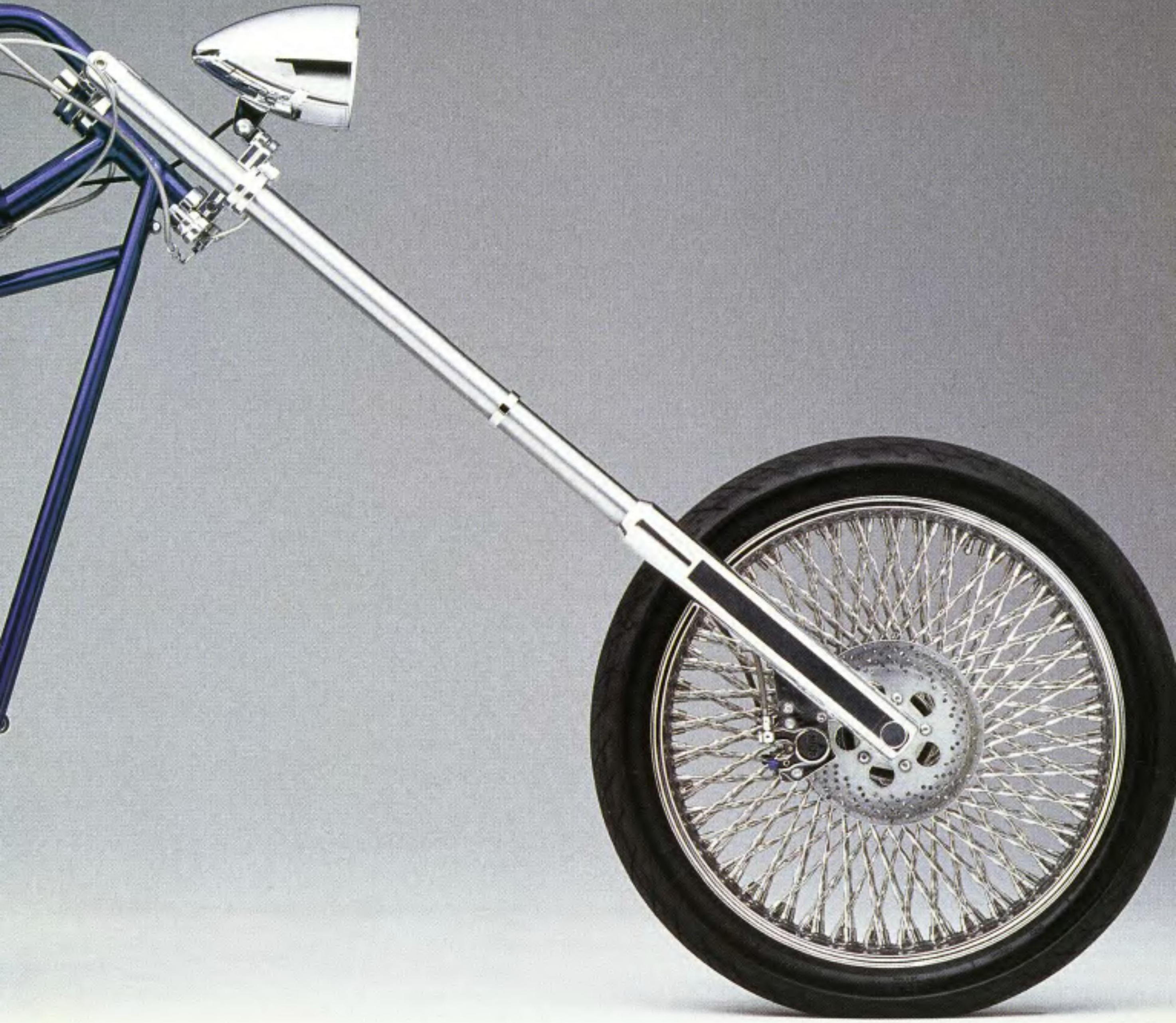
Imagine the perfect ride... you get up on a crisp Sunday morning and don your leathers, the scoot fires up and you're off with a few close ridin' buddies for clear roads and happy trails. On this perfect ride, you pull in at a favorite waterin' hole for a few beers, a juicy burger, and lo and behold, right next door is your favorite bike shop, where people matter more than sellin' stuff, where the friendly and knowledgeable staff want to hear about your ride and are interested in how to make all your wildest customizin' dreams come true.

This is no dream. It's an actual place known as Easyriders of Dallas. Since November of 1996, the husband and wife team of Rick and Tina Fairless (along with their three dedicated teenagers) have created a home to local bikers, where a down-home approach



and Rick's three-part business philosophy rules, namely: 1) Get up early, work hard all day and good things will happen; 2) People don't buy from companies, people buy from people; and 3) The only thing we have to sell is ourselves. "Anyone can stand behind a counter all day," Rick tells us, "but here at Easyriders of Dallas, we attract people who are as enthusiastic about riding and the people who ride as Tina and I are. The whole thing is really about people."

This winning attitude is seen in every aspect of the growing Dallas-based business which features the popular Stroker's Icehouse Bar & Grill (with Rick's mom behind the bar) right next to Easyriders of Dallas with its expert service department and full-on custom shop. "You can stop in and have a beer and a burger, talk scooters with people who care, buy a T-shirt, a new bike and bike insurance, the latest goody for your bike, or tell us about the bike you'd like us to build for you," Rick smiles. Taking a ride out to Easyriders of Dallas has become a Sunday tradition and biker's destination for hundreds of local riders every week. The beer is always cold; there's good company and great live bands on hand.

Down through the years we've featured several ground-up customs from Easyriders of Dallas but this signature long bike before you is both Rick's personal ride and a showcase for the talents of the shop as well as the Fairless clan's good friends Pat and Brook Kennedy of Kennedy Custom Cycles. "I'm an autho-

rized Pat Kennedy dealer," Rick says. "Most everything in Pat's catalog is available right here in stock, from specific parts to complete rolling chassis' in a variety of rakes and stretches." This fearless Fairless Flyer sports Pat's 43-degree rake rigid chopper frame, adjustable 20-inch over front end, gas tank, oil bag, rear fender, seat pan, sissy bar, brakes and wheels. "Choppers are back, and to me, Pat's work represents the epitome of the outlaw chopper image," Rick told us. "At first, this bike felt real long to me, but now it fits like a glove and regular bikes feel like little toys."

Rick would like to offer special thanks to Pat and Brook as well as to Easyriders of Dallas' bike builder Jim Stultz, service manager Trent Fairchild, and master painter and metalwork magician Mike Dusold for making this awesome ride a roadworthy reality.

When in the Dallas area in search of that perfect ride, stop by and visit Rick, Tina and family. Whether you're in the mood for a beer and a burger, want to build your ultimate custom, or just need a T-shirt, Easyriders of Dallas will soon convince you that "people is what they're all about." 9304 Harry Hines Boulevard, (214)357-0707 or visit their site at: www.easyridersdallas.com.

—Phantom Dave

HAMSTERS
USA

HAMSTERS
USA
P-503

Owner: ....Rick Fairless
City: ....Dallas, Texas

General

Fabrication: ....Easyriders of Dallas
Year/make: ....2001/Pat Kennedy
Model: ....Easyriders Custom
Assembly: ......ER Dallas/Jim Stultz
Time: ....two shakes of a jiffy
Chroming: ..Show & Go, Dallas, Tex.

Engine

Year/model: ....2000/S&S
Rebuilder: ....ER Dallas/Titan
Ignition:.................................Crane
Displacement:......112 cubic inches
Lower end: ....S&S
Balancing: ....Titan
Pistons: ....S&S
Cases:.....................................S&S
Heads:.....................................S&S
Cam: ....S&S
Lifters: ....S&S
Carb: ....S&S
Air cleaner: ....stack
Pipes: ....Samson

Transmission

Year: ....2000 RevTech
Modifications:....................polished

Painting

Molding: ....Dusold Designs
Painter: ....Mike Dusold
Color: ....purple with flames
Type: ....House of Kolor
Special paint:.............Mike Dusold

Frame

Year:.......................................2000
Builder: ....Pat Kennedy
Type: ....rigid
Rake: ....43 degrees
Stretch:....................10 inches over

Accessories

Bars: ....Ness
Handlebar controls:....Performance Machine
Fenders: ....Pat Kennedy
Headlight:.....................Headwinds
Taillight: ....Paul Yaffe
Speedo:..........................who cares
Front pegs: ....Legend
Rear pegs: ....Legend
Electrics: ....ER Dallas/Jim Stultz
Foot controls:......................Legend
Gas tank:....................Pat Kennedy
Oil tank:......................Pat Kennedy
Oil system: ....hard lines
Primary cover: ....ain't none, 3-inch open Primo belt
Seat: ....Danny Gray
Sissybar: ....Pat Kennedy
Mirrors:..........................Paul Yaffe
Grips: ....Ness

Forks

Type: ....hydraulic
Extension:................20 inches over
Builder: ....Pat Kennedy
Special features: ....adjustable

Wheels

Front

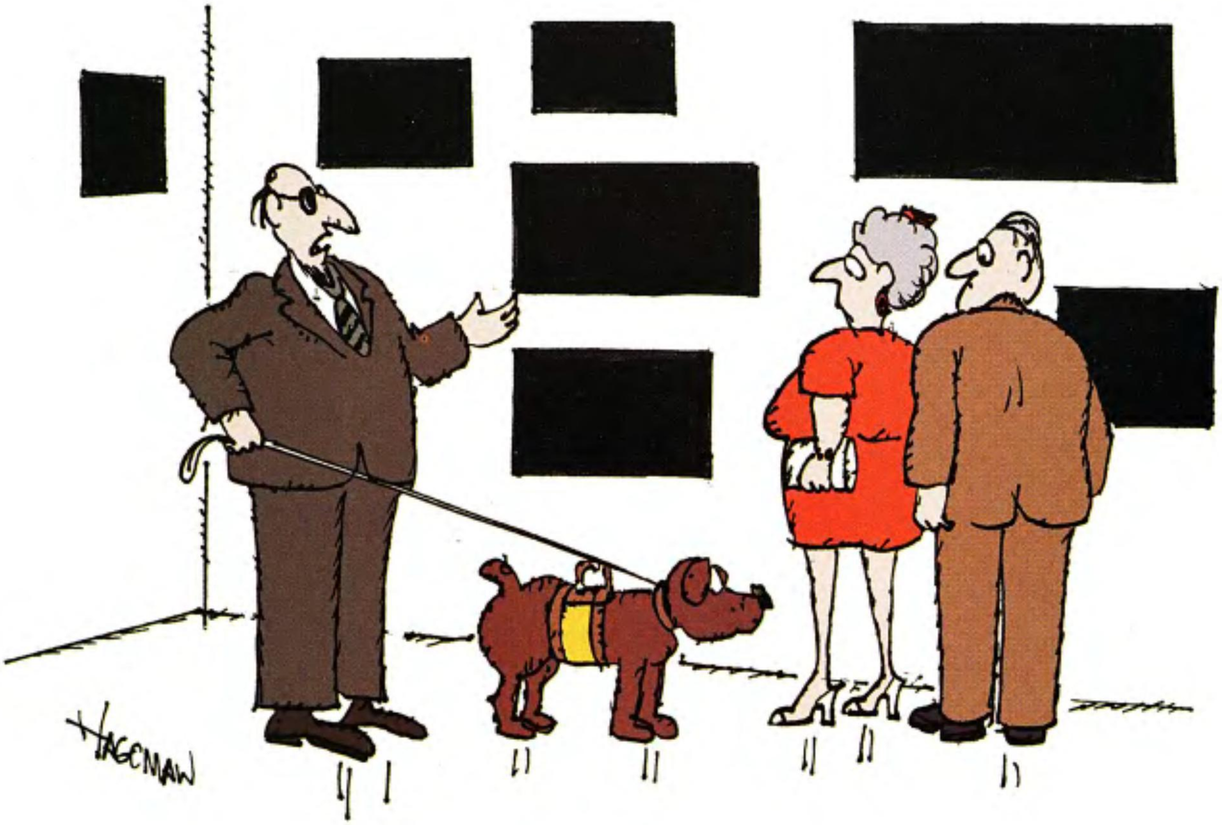
Type: ....Brook Kennedy
Size: ....21-inch, 160 spoke
Hub:...............................Kennedy's
Tire: ....Avon
Brake:..ISR

Rear

Type: ....Brook Kennedy
Size: 16-inch, 160-spoke
Hub:...............................Kennedy's
Tire: ....Avon
Brake: ....GMA

Special thanks:............................
"2 rent" Fairchild, Jim Stultz, Pat and Brook Kennedy, and my wife, Tina.

Photos:......................Frank Marott



"I paint what I see."

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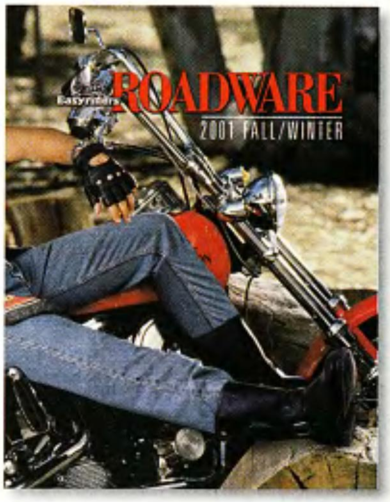

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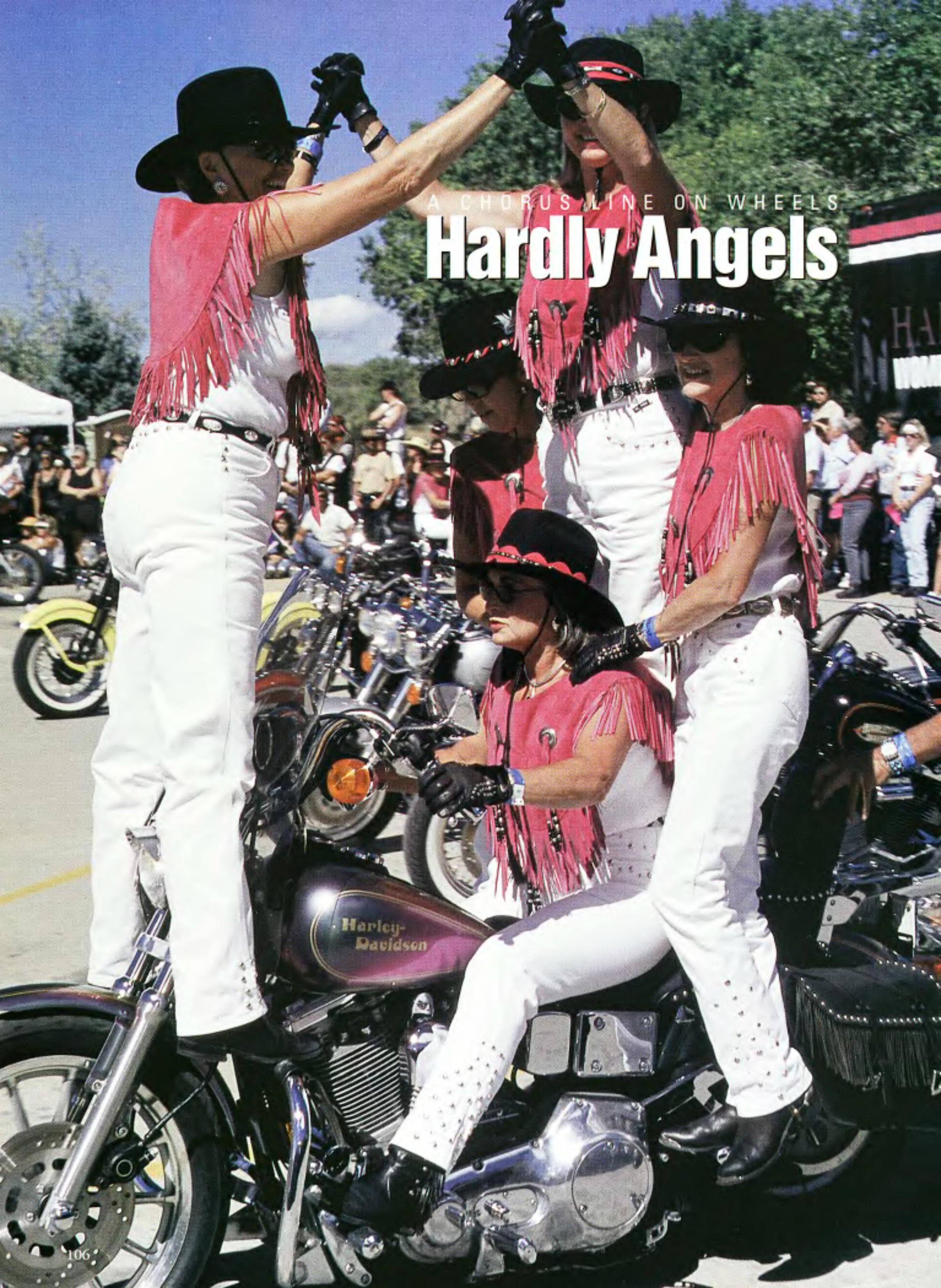
A CHORUS LINE ON WHEELS

Hardly Angels



God gave angels wings to fly, and fly is just what these Hardly Angels do. Imagine 14 women with their gleaming bikes performing a choreographed motorcycle stunt show set to music. Lynell Corbett, the founder and director of the Hardly Angels became tired of being a backseat driver and at the age of 46 decided it was time to ride her own hog. Two years later, in the fall of 1993 in Durango, Colorado, Lynell started the Hardly Angels.

The Hardly Angels is the first all female synchronized motorcycle-riding team. Once you've experienced one of their performances it is easy to see why they call themselves "A Chorus Line on Wheels." With costumes and choreographed shows, it's almost as though you are attending a theatrical production.

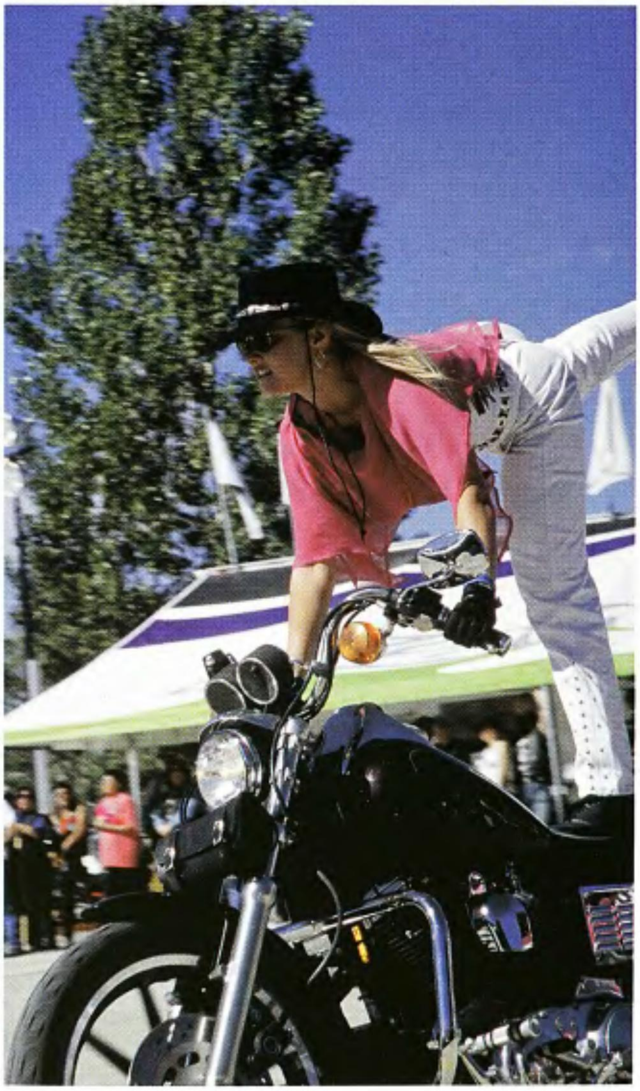
The ladies practice once a week year-round, except for spring and early summer when they up it to two and three times a week. Beginning in February the Angels practice in one of the local bank's covered garages. These ladies are so committed they give up their vacation time to perform each year and one lady even rides 100 miles each way to practice.

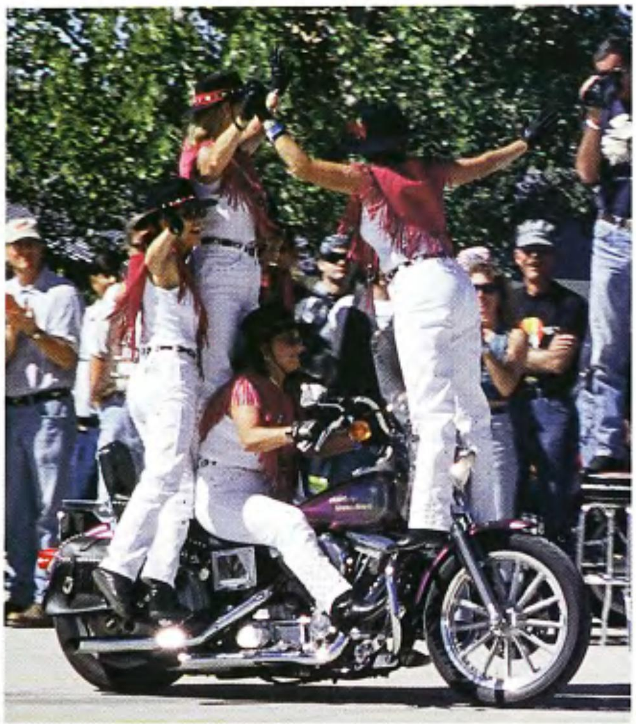
The Hardly Angels perform 12 to 15 times a year. Each year they change their performance and make it more challenging for themselves and more entertaining to the audience. One of the great things about these ladies is that they encourage each other to try new stunts. I've had the pleasure of watching them two years in a row and they are definitely pushing the limits more and capturing more attention.

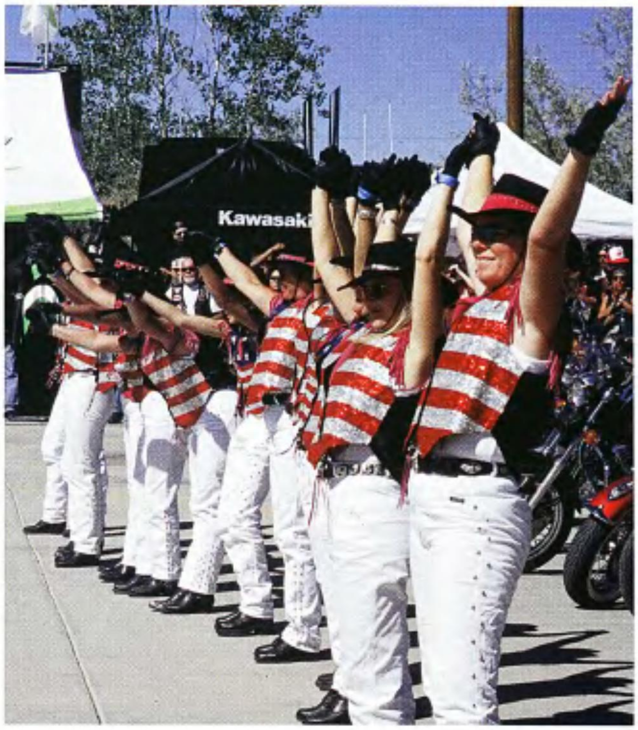
The ladies have had many falls, but luckily not during any shows. Broken bones, bruises, road rash, dislocations, and other mishaps—one member even tumbled over a 9-foot embankment on the way to a show (thankfully she wasn't hurt too badly) hasn't kept these ladies from mounting their scooters and riding on.

The Angels are heart and soul bikers and will ride up to 700 miles one way to perform. Half of the ladies are still employed and it's impossible for them to take

HARLEY-DAVIDSON







Photos: Stan and Natalie Miles

off any more work than they already do, so far away performances means travel by plane.

The ladies' husbands are very supportive and I was told this little story about how far one spouse was willing to go to lend a helping hand. In their first season performing, The Hardly Angels were a little nervous about doing a particular stunt called the "Five Alive". This stunt requires one driver and four passengers on a bike. None of the ladies wanted to be the driver, so Jody Bernard's husband, Warren, (the Four Corners Rally board President), stepped into the trailer, put on a blond wig, a set of tits, and an Angels pink shirt and rode the bike for them. Senator Ben Nighthorse Campbell informed the ladies that they were a pleasure to watch, but they had to lose the member with the beard. Hardly Angel Cheryl Bellino now drives the bike, and soon, they want to try adding another member to the stunt.

National television, women's publications, major dailies, local and regional papers and publications, and rally promotional materials have all featured the Hardly Angels. With a grandmother of 11 and an 11-year-old member named Dakota, the Angels are quite the talk of the town.

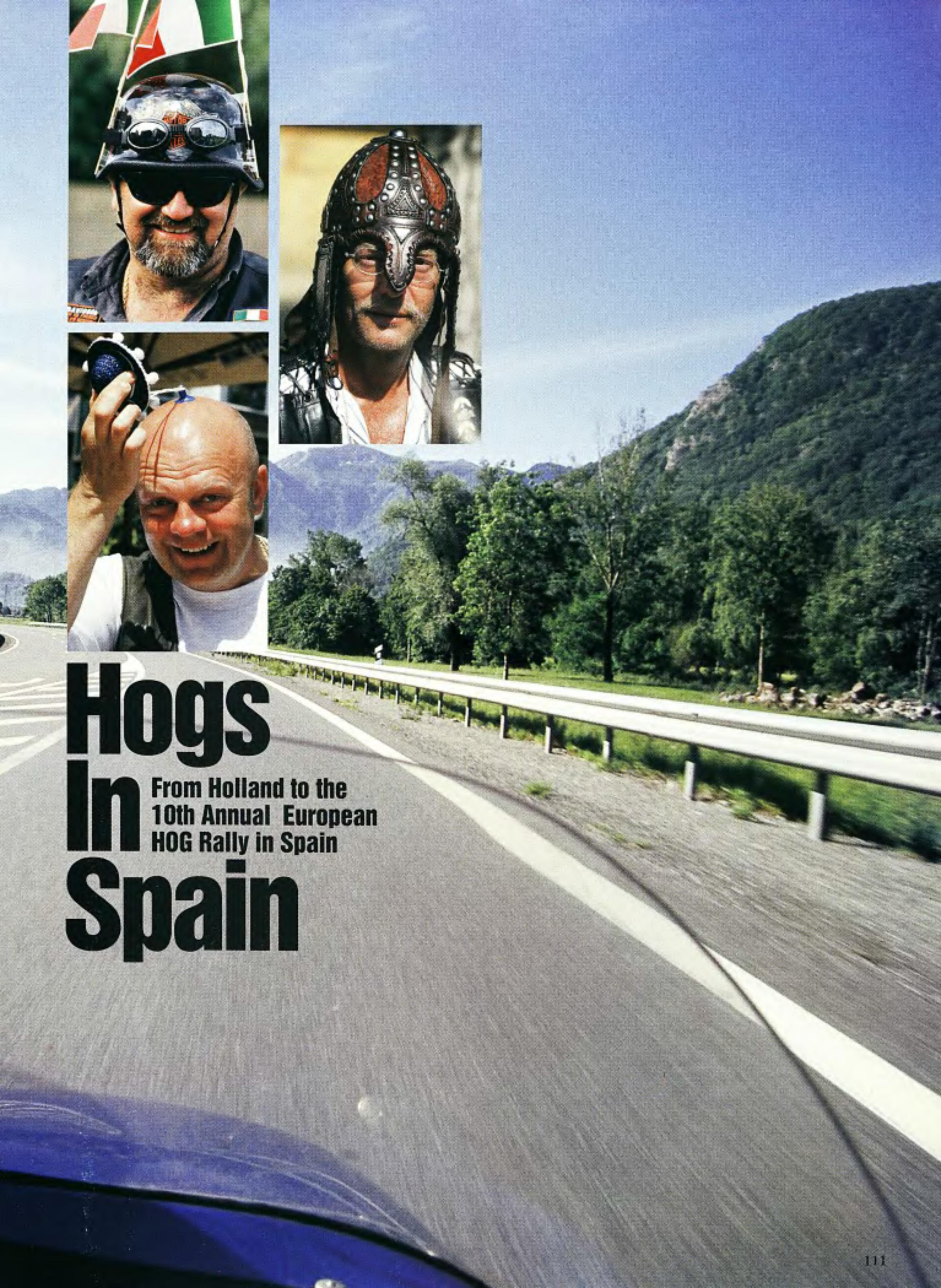
The parade through downtown Durango during the Annual Four Corners Rally is always exciting for the ladies, but they would have to say that the 95th anniversary of Harley-Davidson in 1997 offered the group it's proudest moment. They performed on a small racetrack lined with cement walls, not their usual idea of the best performing conditions. Their show had been delayed and 5,000 people in the stands were cheering for the Hardly Angels. After the show the ladies received a standing ovation and then had to ride through the crowd to get to their merchandise table, and as they approached, the crowd parted, clapping, and screaming for them. That was their biggest performance to date.

The Hardly Angels are a real pleasure to watch perform and an inspiration to female riders and non-riders alike. If you would like to find out more about the individual women, the bikes they ride, schedule of performances, or if you'd like to book them for an event, call (970) 382-2647 or (970) 247-5276, or visit their Web site at: www. hardlyangels.com. *—Natalie Miles*

I remember an American biker friend telling me with envy that traveling less than a thousand miles from England, you can experience many different cultures in several countries. You can hear many languages spoken, taste the regional cooking, and see interesting new places. "Over here in California, if you travel a thousand miles... you're still in California!" he said.

I get a lot of surprised looks when I tell people that I recently traveled 4,500 kms in a sidecar. "Didn't you get stiff?" they always ask.

It was early April and I was contemplating a direct flight to Barcelona from London to see the 10th Annual European HOG Rally when I received a phone call from Teun Luigjes in Holland, offering me a ride in his sidecar to the rally. I didn't hesitate to give him my answer.



Hogs In Spain

From Holland to the 10th Annual European HOG Rally in Spain

It was only eight months since I last climbed out of Teun's sidecar after a grueling, yet exciting, 5,000-plus-km trip from the south of Norway to Russia's most northern port, Murmansk, with a group of adventurous HOG riders.

The week before the rally, I flew to Amsterdam in Holland from London. Seeing the matching blue Ultra Classic Electra Glide and sidecar was, to me, like seeing an old friend again.

The day before our long trek to Spain, Teun and I carefully packed the tent, sleeping bags, and other essentials, tightly into the sidecar's wide-bodied nose, leaving enough room for my legs. Our two packed holdalls were crammed into the rear compartment behind my seat. Next, Teun equipped me out with some spare motorcycle clothing and a helmet.

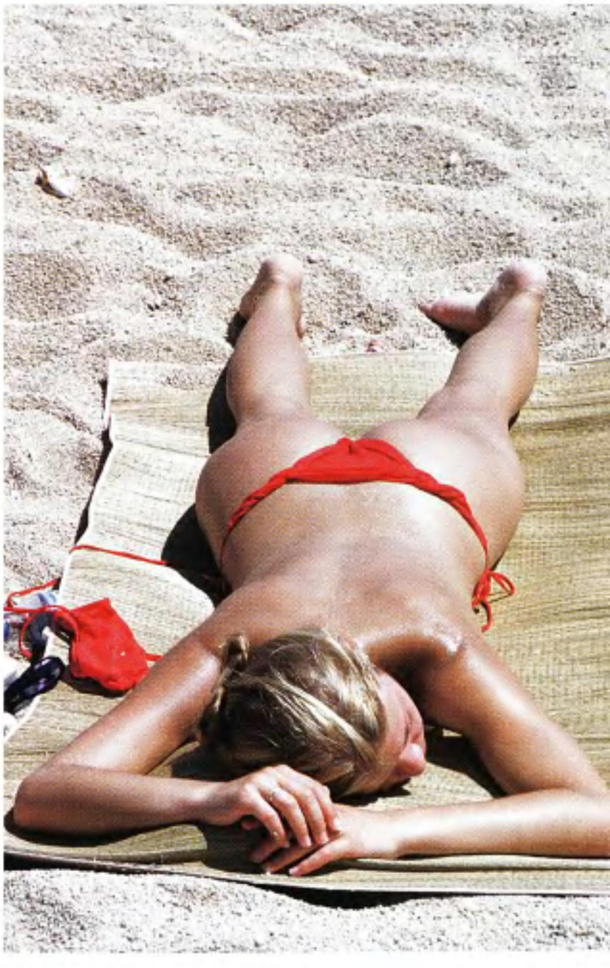
As we weren't traveling alone, Teun kept it a secret from Jens Franzen and Dirk Meyer from Germany, Wick Aben and Joss Obertin from Luxembourg that I was coming too. We all last rode together in the Norway/Russia ride. The surprise on their faces at seeing me was worth a big picture.

It wasn't ideal riding weather when we set off from Teun's home on the first day as there were gale-force winds and heavy rains. Some trees were blown across the roads and power cables had been blown down. Several people had been reported killed that day. As we rode on, my head was buffeted around by strong winds. The rain pelted my bearded face like sharp needles. By late afternoon, after having ridden through Belgium to Luxembourg, the storms had subsided and we were met by Wick Aben and Joss Obertin.

Wick's home is filled with a fine collection of juke boxes of the '50s-'60s period and a small collection of 1920's petrol pumps displaying the U.S. dollar sign. Both Wick and his wife own two Harley-Davidsons each. That evening after dinner, we poured over the map of France and Spain and agreed to take the more picturesque back roads through Chateau and vineyard country, thus avoiding the toll roads. This way, we could take our time and marvel at the local scenery as we passed, and sample the wonderful regional cuisine, which the French are famous for.

Our route took us through the city of Metz in northern France to Orleans, south of Paris. On the way, three French bikers, Christian Prieur, and husband and wife, Jean-Marie and Evelyne Balilleux, friends of Wick and Joss joined us, making a party of nine, six bikes and a bike and side-car. Joss Obertin acted as road captain for a few days until Teun took his place near Andorra. There were police traffic patrols to watch for, but it wasn't difficult to spot them as approaching traffic flashed their headlights to warn us. No hotels were booked in advance and we took our chances. We did hit a slight snag in Orleans after three hotels could not accommodate all of us until we found a drab-looking place that had vacancies and was rather cheap, too, at approximately $15 (U.S.) per person with private bathrooms.

Soon, the northern European weather, cold with heavy gray clouds, began to peter out and gave way to the warm sunny Mediterranean climate with blue skies over southern France. I tore off my motorcycle clothing due to the heat, but



kept my helmet on. Wearing just a T-shirt and jeans with the protective cover rolled back in the sidecar, it was pleasant to feel the cool air rushing around me. The passing scenery was interesting to see, with beautifully built chateaux, some surrounded by moats. We visited one delightful Chambord Chateau jam-packed with tourists. A few minutes there was enough. Farther south we entered the wine growing regions with endless rows of grapevines and farms where geese and ducks are force-fed to fatten up their livers.

I have never seen the Pyrenees Mountains, which stretch from the Bay of Biscay in the west to the Mediterranean Sea in the east. Andora is one of Europe's smallest countries and a tax-free haven. It lies between France and Spain.

At the time of this writing, there were newspaper reports that the area had suffered recent heavy rainstorms and snow, with many roads turned to mud. We were lucky to escape that. The first time I saw the Pyrenees Mountains was from my room at the Dupont Hotel in the very picturesque centuries-old cobble stone streets of Castelnau-Magnoac. It was certainly a room with a view.

Within a short time, we were in the Pyrenees Mountains, high above scattered clouds, with birds gliding through the deep blue skies and still air. My Harley-Davidson T-shirt summed it all up: "Forever Free." Teun who knew the Dutch owners of a hotel in the small mountain village of Aldosa, booked us in for the night. That evening we had a very noisy, enjoyable dinner.

Spain was soon within our sight with its lush green valleys, small white-washed mountain villages, miles of flat agricultural land with grazing sheep and diary herds. Very soon, the narrow twisting road took us into the mountains almost 3,000-meters high. For the fun of it, Teun opened the throttle and tore around hairpin bends for a short distance. I was hanging on, swaying wildly from side to side. We had a new foghorn that can produce around 170 decibels. Whenever we passed a group of H-D bikers stopping for a rest, we gave them an ear-blasting welcome that echoed through the deep valleys below.

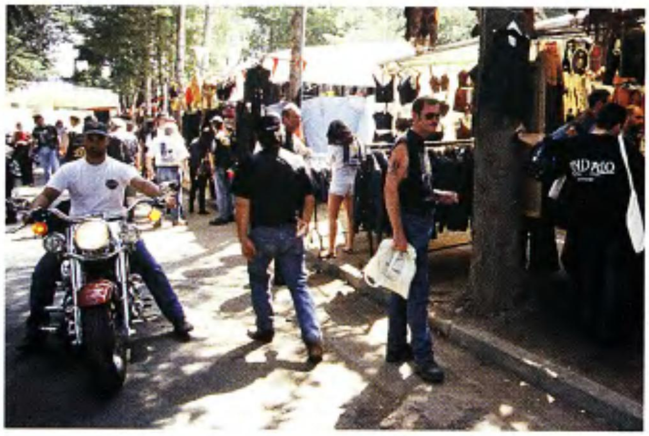
After six days on the road, we finally arrived at the Spanish holiday resort of Lloret de Mar, 70 kms north of Barcelona and the main venue of the 10th Annual European HOG Rally.

This is my eighth rally since way back in 1991 at Cheltenham, England. It was all so different then, with just a handful of customized bikes on display, a smaller venue and a smaller crowd.

Things have changed and the rally has grown out of proportions. It now attracts thousands from all over Europe, and in recent years, from Eastern Europe as well. According to HOG Europe statistics, 6,500 bikers came to the venue with over 4,000 bikes. There were a lot more unaccounted for in and around the popular holiday resort of Lloret De Mar.

Teun and I made tracks for the rally, taking place in a large park just on the edge of Lloret de Mar. Once we checked in, Teun and I made our presence known by blasting our two fog horns in unison. Everyone leapt out of our way. We were definitely enjoying this.

The rally program is always nearly the same with chapter challenges, bands,



Photos: Richard Sowersby

bike judging, etc. But, each rally has a special attraction. HOG members had a free portion of the Hughmassive Paella (one of Spain's famous dishes) cooked in a giant-size pan prepared by four chefs who continually stir the paella with lager wooden spoons the size of garden spades. Also, there was a Flamenco show with the familiar sound of clattering castanets.

Basically, the rally is a scene of often tearful and joyful reunions when great shouts could be heard above the din of the loudest bands performing on the nearby stage. Many of my friends from Norway came. With them, you laugh your way through the rally. The closest chapter to my home is the Thames Valley Chapter, who were on hand in full force and put on a karaoke chapter challenge. The Thames Chapter won it for the first time, beating the Rhine Chapter who had held the title for the previous nine years. Trish Moss, a member of Thames Valley Chapter, was beaming with pride as she'd also won a trophy for her outstanding best street custom Sportster in the ride-in bike show.

Amid the rally campgrounds, there were little territories staked out with the national flag of each country fluttering in the breeze. France had their patch, and the Scots had theirs too with flags of St. Andrew plastered everywhere. Their kilts drew a lot of attention from those wanting to be photographed with these hardy Highlanders showing off their hairy legs.

Down on the beach there were a lot of topless bathing babes including mums and grannies too, sunbathing or splashing in the warm sea. Topless bathing is a very common sight on European beaches these days but shockingly rare in America, land of the free.

It wasn't difficult to admire the finer curves of young women and the wonderful customized bikes that lined the main sea front. There were endless rows of shiny Harleys under the swaying palm trees. The town's holiday makers, day trippers and local residences descended over the bikes with interest and admiration.

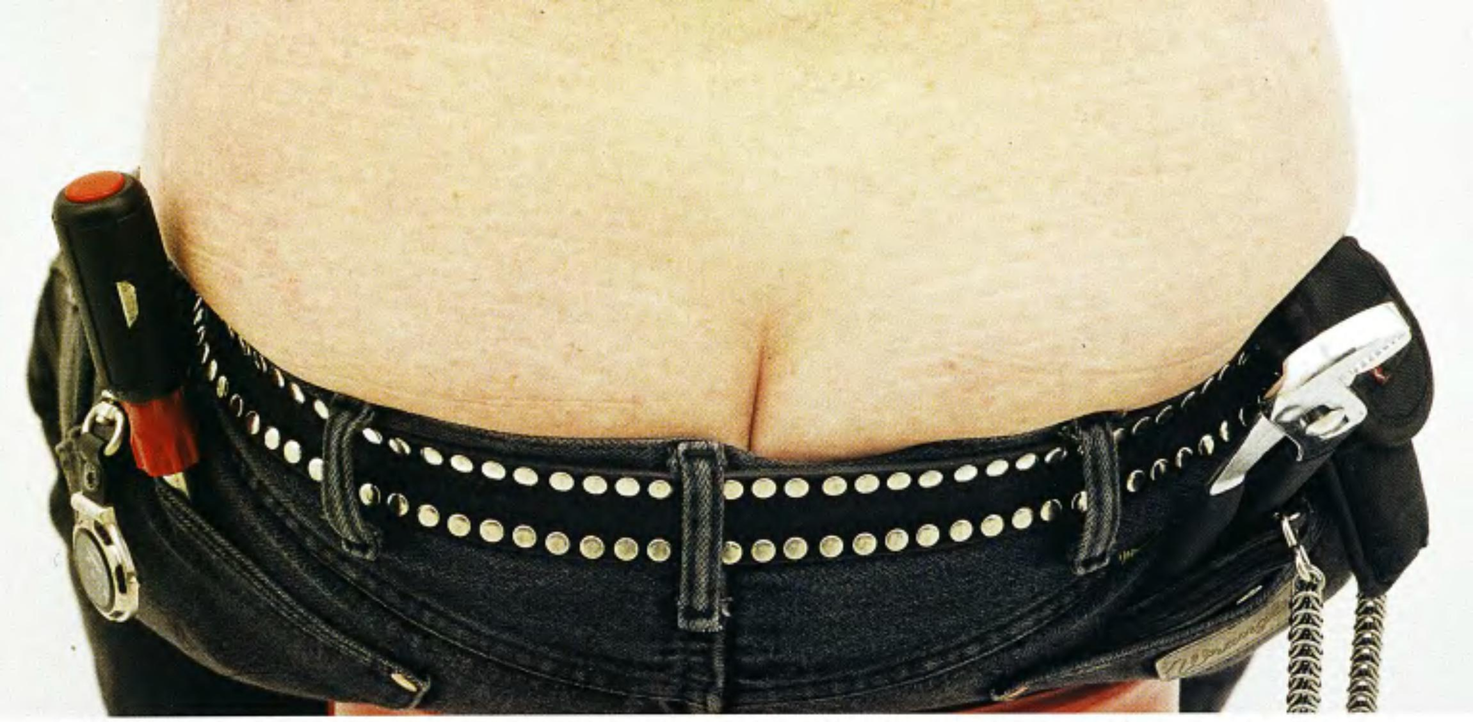
A massive parade was held on the morning of the last day. At the rally site, it was as quite as a ghost town, giving the impression that most bikers had left for home. But half an hour before the parade was due to start, a lot of bikes suddenly appeared from nowhere to join in. With our only sidecar in the parade, Teun and I had the unique position just behind the road captain and the escorting police riders with their sirens blaring. And, behind us, were the host Barcelona HOG Chapter. The 70-km ride took us around the surrounding villages, towns, and seaside resorts. We sounded our horns at every opportunity, and the crowds loved it. At one point, Teun suggested I stand up in the sidecar to take a shot of the long column of bikes. I thought it was quite a crazy thing to do at first, but I did get a good shot of the procession.

The next morning, it was time for us to make tracks back to Holland via France, Luxembourg and Belgium by using the freeways. It took us just two days with an overnight stay at a hotel. We rode long and hard. I often fell asleep in the sidecar. On one occasion, Teun ran his sidecar wheel along a rough grid in the road that sent out vibrations waking me with a jerk. Another time, he banged his fist on my helmet. Very funny.

I finally returned home to England in the early evening, in time for a good English pint in my local pub. There, I was asked a question: "Would you have preferred flying direct to Barcelona?"

"No," I answered. "I wouldn't have exchanged my cramped sidecar seat for an airline seat for all the world."

— Richard Sowersby


This is your mind reading other nuts and bolts motorcycle magazines

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TAURA

Reunion Ride

It's a well-known fact that when the chips are down a biker can depend on his brother motorcyclists for help. There is a strong kinship that exists between us. We share a common love of the machine.

Our motorcycles are the glue that cement friendships, which can span a lifetime. That love of motorcycles bonded a close group of dirt bikers 30 years ago and recently brought them back together on cruisers.

Most boys have a need to excel at football, baseball, basketball, or track. Not being especially good at any of these, I didn't make the team, which made me feel like a failure. My self-esteem had "farted and fell" as my buddy Lyndon Field was fond of saying. I needed a sport that I could identify with, one that would show my machismo. After all, these were my high school days. I needed to impress girls.

Lyndon was a motocross and flat-track racer. He hung out at H.L. Meers' Bultaco/Yamaha dealership on Saturdays and after school. It soon became my habit as well. Sitting on the new bikes, I would dream of owning one someday. The local "hotshoes" had a practice track and I would watch the guys jumping, sliding, and ripping up the dirt. The sound of loud raucous expansion chambers and a haze of burnt castor oil permeated the air. Oh man, did I want my own bike. My parents were against it at first, but I pleaded that I had a part-time job at the grocery store and could pay for it all by myself.

They finally granted their permission and the search for a suitable machine began. H.L. had an almost new Yamaha DT-1 on his showroom floor. It was the first single cylinder dual-purpose bike that Yamaha made. Its handling inspired confidence in the dirt and it was street legal as well. Knowing how badly I wanted it, H. L. cut me some slack on the price and I rode it home.

My racing buddy, Lyndon, took me under his wing and taught me how to ride. Ron Meers, a school buddy who was winning most of the 250 motocross races at that time, gave me pointers as well. I didn't win any races but I was there trying. Many satisfying hours were spent riding the desert canyons and prairie oil fields of the Texas Panhandle with my friends. Especially enjoyable were the weekend rides that we took. H.L., being a highly skilled rider, would usually take the point when we played a game we called "ride in my tracks". He would ride cross-country in the broken badlands south of town on his Bultaco going over and through every gully, hill, rock, and boulder that he could find. We were to follow in his tracks without putting a foot down. Touching your foot down sent you to the end of the string. If H.L. put his foot down the next guy became the leader. Come to think of it, I don't remember anyone ever taking the lead from H.L.

Over time I became a biker, having the identity that I needed, a tight group of friends, and a much-loved sport. This carried me happily through high school. Upon graduation our group broke apart to pursue our various stations in life from different parts of the country. We soon lost touch.

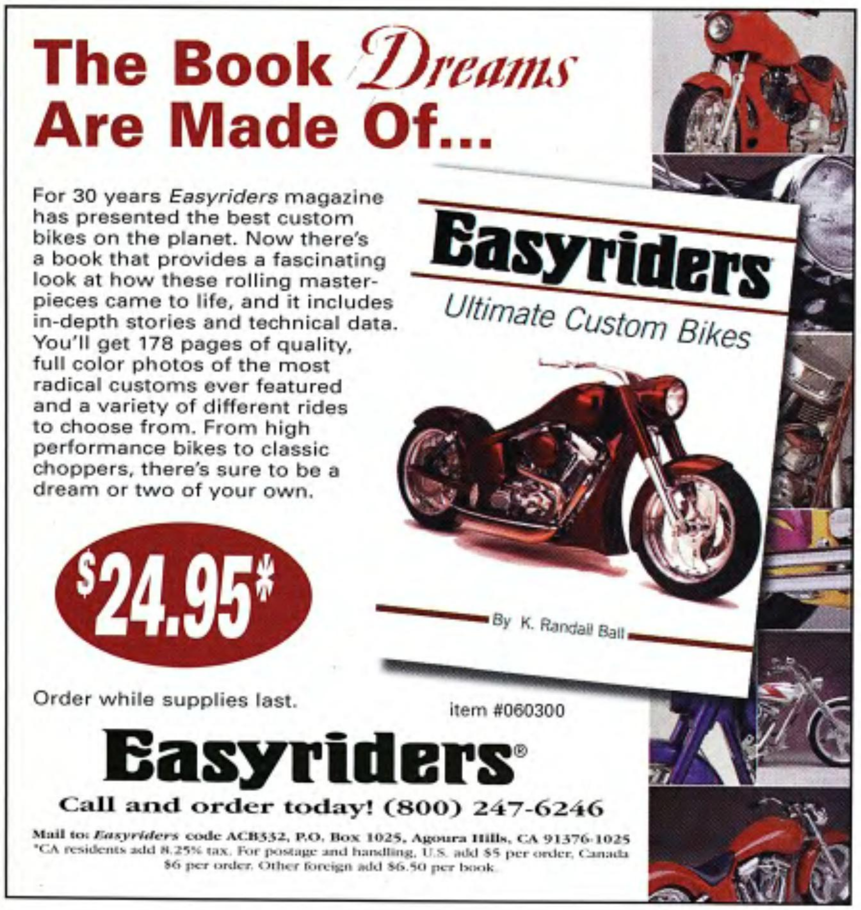
Thirty years later, my wife and I were returning home from a summer vacation in Colorado when we stopped to visit my mother and her husband in Pampa, Texas, my boyhood home. Harold Hook, their neighbor and friend, came over. They introduced us and we soon realized that we were brother bikers. Harold had just purchased a new motorcycle and was excited about riding it to Sturgis the next week with some friends. He said that he was going with H.L. Meers, his sons Lewis and Ron, and Steve Tidwell. I said I knew H.L. and Ron well. Lewis was away at college when I was in school so I never met him. Harold invited me to come along and I quickly accepted. The ride was to start at Peggy's Restaurant in Pampa at 8 a.m., August 10.

My wife and I returned home and I could hardly wait until next weekend. I loaded enough clothes and gear for a seven-day ride. After a quick oil change for my trusty Harley-Davidson FLH, I was off. It was a 640-mile ride from my home in Louisiana back to Pampa. I arrived that evening and spent the night.

The next morning, Harold and I rode to the restaurant early.

H.L. and Lewis were already there. We shook hands and exchanged greetings. H.L. said that Ron and Steve had ridden up from Houston and were gassing up. He didn't tell Ron that I would be going. Ron came in and was completely surprised to see his old high school buddy. He introduced Steve, a co-worker from Houston, and we began to relive old times. We were all pleasantly surprised when Lyndon walked in. He couldn't join us on our ride because of prior business commitments but was there to see us off. Even though 30 years had passed and we were all married with grown children, it was as if we never left high school. Nothing had changed. We immediately fell into the playful joking and camaraderie that had made us friends in the first place. Our physical appearance remained mostly the same except for a common hair-loss problem, which might be due to helmet wear over the years. After a breakfast filled with laughter and good fellowship, we went outside to mount our rides. The three Meers sported Harley Dyna Wide Glides; Harold, a Suzuki Marauder; and Steve a Honda Valkyrie. The Electra Glide Sport was mine. What a great feeling it is to be at the beginning of a five-day ride with good friends and no worries. There was a wide smile on all six faces as those machines roared to life.

Our first day's ride took us to Cheyenne, Wyoming, and the next to Sturgis. We were impressed with the landscape across Wyoming and into South Dakota. Its vast valleys, majestic buttes, huge blue sky, and smooth highways are the perfect environment for two-wheeled wanderers. Everywhere we went that week we heard the same question, "You going or coming?" Everyone knew about Sturgis and assumed that all bikers were either going to, or coming from there. Although the town itself is small, the "Sturgis Rally and Races" are big, really big. Everybody, every company, everything that had anything to do with motorcycles was there. As we got closer I was amazed at the number of bikes we saw. You can read articles about it but if you have never been there, you are not prepared for the experience. Over 400,000 bikers in one place is an awesome sight, not soon to be forgotten. It seemed like the whole world was made up of bikes and bikers of every description. We did Sturgis until late that



evening and then rode to Sheridan, Wyoming, in a cold rain. Our ride the next day took us across some of the most spectacular country in North America. We rode across the Big Horn Mountains, Bear Tooth Mountains, and down into Yellowstone Park. From there we rode on to Butte, Montana, where we had a riotous time at Lydia's Restaurant, reputed to be Evel Knievel's favorite hangout. The next morning we rode over to Wisdom, Montana, and down through Idaho then across Utah to Moab. My battery crapped out in Salt Lake City and I was sure glad I was with a group. Lewis rode after a new one and in no time we had it installed, push started, and were on our way.

We rode in tight formation through Utah's desert canyon country that evening and I'll never forget the incredible sound that our motorcycles made. One motor began to drone with the next and with the echoes off the tight canyon walls it sounded like a squadron of WWII fighter planes. That evening we stopped for gas and food. The desert canyon country gets cold after dark so H.L. and I donned our ski masks that we bought earlier in the day. The other guys howled at our outlaw appearance. We were getting a little tired and sore so a bed in Moab sure looked inviting.

From Moab we rode across Colorado back to Pampa. We had ridden 3,200 miles in five days. You have to admire H.L. The trip would be considered physically challenging for most 74-year-old men. He never complained once, but this is the guy who rode to Alaska and back at age 72. He says he just likes to ride his motorcycle. This trip was some of the best that cross-country motorcycle touring has to offer. We slept in five-star hotels and ate gourmet food. We joked and kidded our way through cold rain, and hot sun. We staged impromptu races and even took a wrong turn once or twice. The scenery was spectacular and the company was memorable. The next morning at breakfast we agreed to make this an annual ride. Next year we ride to the Smoky Mountains and points east.

All good things have to come to an end. It was time to go home and since Ron was headed to Houston, and I to Louisiana, we rode south together as far as Fort Worth. He waved as he took his exit and I thought, "You know, the brotherhood that joins bikers is a strong bond... stronger than time."

— *Courtland French*

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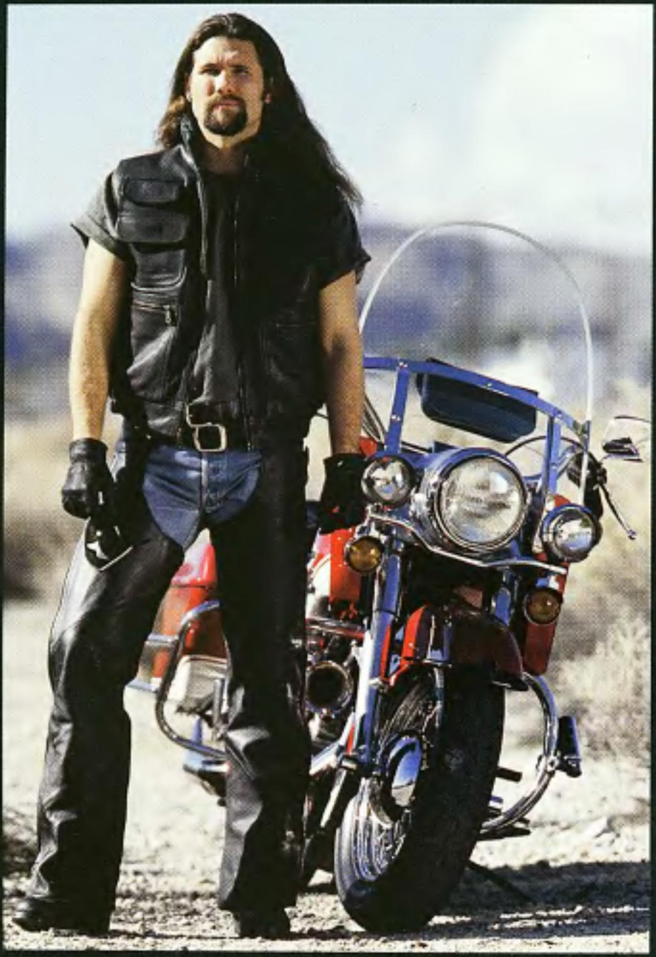

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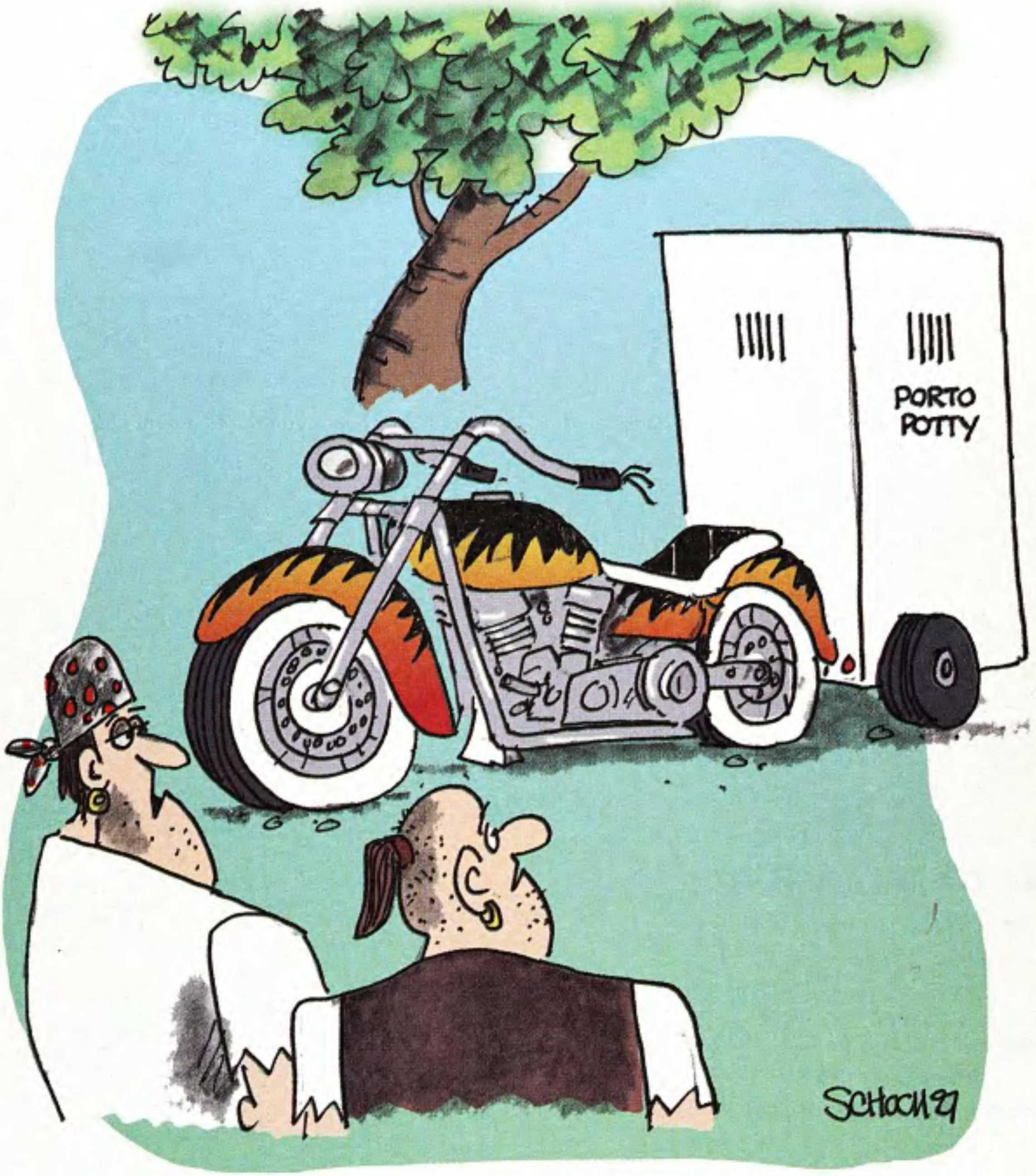

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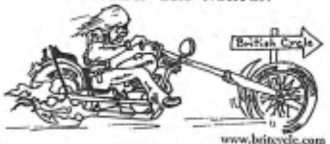

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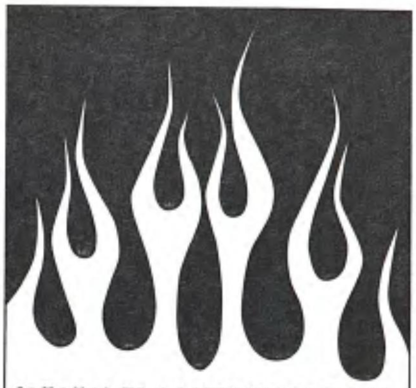

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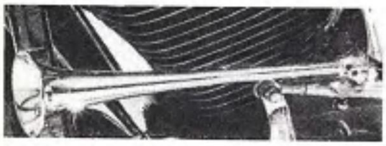

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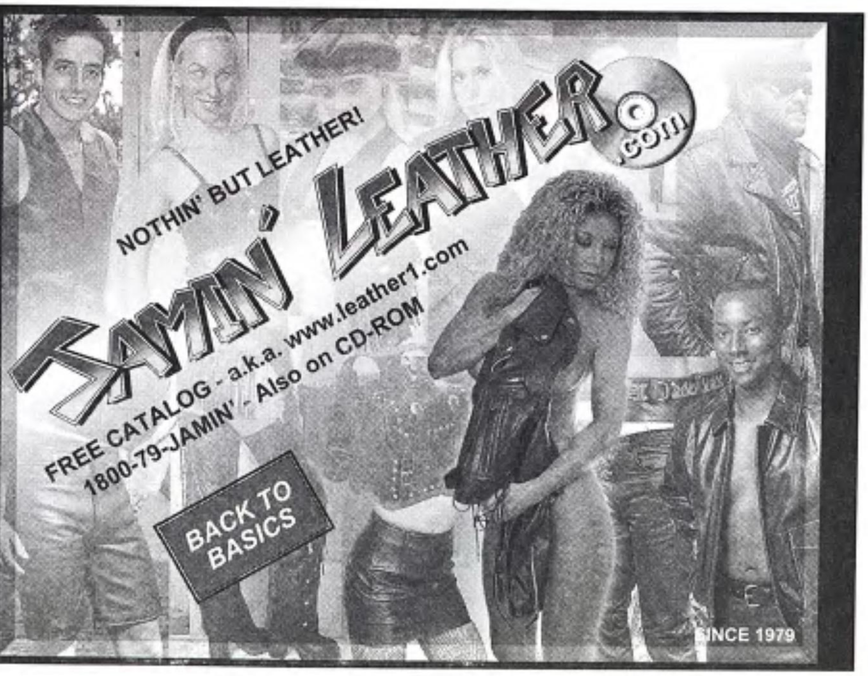

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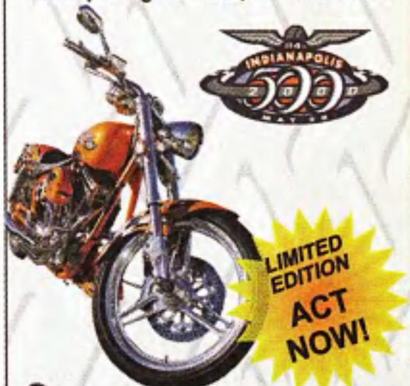

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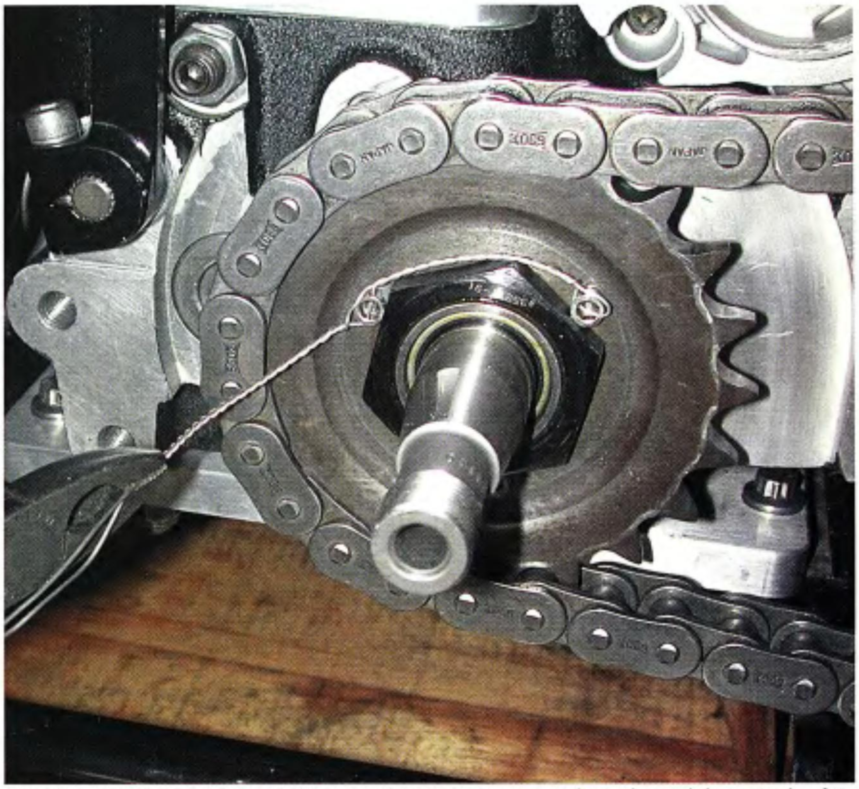
Lock and Roll
Lock Wire Strikes Again To Keep You Up On Two

All righty. Here's another Builder's Tip for ya, short and sweet, just the way we like 'em. Ask any custom bike builder what the most important things are that go into building a trick sled, and besides mentioning the fact that you should never work using your own money, they're likely to mention that the bike should be reliable, not leak, and not fall apart. Well, this tip is all about keeping your transmission sprocket in its place. This trick will work just fine with chain or belt final drives, because it involves our old friend, safety wire.

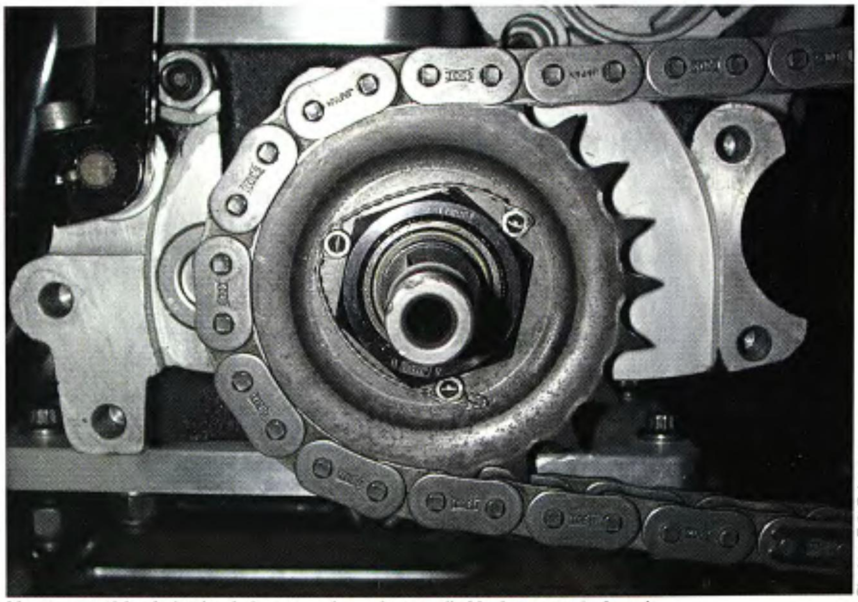
Now as we showed ya a few issues back in the Builder's Tip on lock-wiring your alternator (stator) screws, you'll be drilling some screw heads for the lock wire, so we'll avoid redoing that here. Some hardware suppliers even sell drilled screws and bolts just for safety wire applications. Anyway, what we'll show you is an easy trick that will virtually eliminate a troublesome roadside stop due to tranny trauma.

As with chain sprockets and belt pulleys alike, there are threaded holes for small #10 socket head cap screws (Allen type) to be threaded in place to keep the main sprocket (pulley) nut from ever coming loose. On chain sprockets, the #10 screw(s) thread directly into the sprocket and essentially butt up against one of the flats on the nut to prevent it from turning and backing off. If you've ever wondered about this (you have, haven't you?) you might have asked yourself "If the nut can come loose, what about the little screws?" And that is a valid question. That's why, for a little more effort you can have rock-solid peace of mind knowing that everything will stay put.

Not all of the screw holes in the sprocket will be useable, depending on the final torque applied to the nut. Sometimes one will get covered, or a flat of the nut will be too close to the hole to let the screw fit. If you can get two to clear, you're fine, and sometimes this means drilling and tapping a new hole. On this example here, we got all three screws to fit, but the head on one of them was turned down to do it. With at least two screws in place, you can safety wire them together, with three of them, you can continue the chain as shown here. For belt drive applications, most tranny pulleys use a lock plate to fit around the nut. You can still drill the screws and safety wire them to each other making sure that the lock plate stays put and your ride stays uninterrupted. It may seem like overkill, but it's little tricks like this that builders use to make a quality sled stay trouble free. — *Wordman*



After the sprocket nut and the Allen head screws are torqued up, the stainless steel safety wire is threaded in with the help of safety wire pliers.



Now everything's locked down and ready to roll. No loose nuts here!

Photos: Erik Falconer

TechTips

Mo' Power
Valvetrain Upgrade

As you make the transition from stone-stocker to a high performance street sled, it's not always in the budget to lay down a ton of cash and do up your entire engine all at once. For most situations, the additions come a little at a time, and the good thing is, some of these tweaks are well below the dollar amount of your mortgage payment for the month.

Evo-type engines are infinitely hot-roddable, it seems, and the trick at hand in this Tech Tip is lightening up your valvetrain for higher revs, quicker response, and that elusive genie, more power. The power comes from the fact that a lighter valvetrain will let you use more aggressive cam profiles and higher rpm, which mixed with great gobs of torque, is what it takes to make ponies.

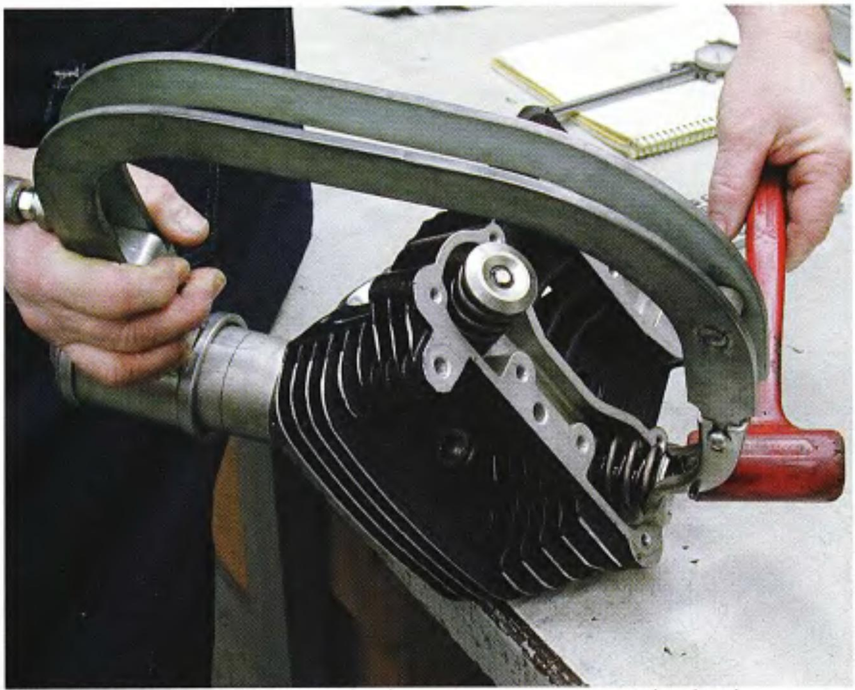
What we've got is an Andrews titanium valve spring retainer kit, Andrews pushrods and a set of JIMS solid lifters (photo 1). This is a nice little combo that will give you the revs and the capability to run all kinds of hefty camshafts (provided of course that you have adequate piston-to- valve clearance (more on that in an upcoming issue).

The Andrews titanium valve spring retainers are super lightweight when compared to their steel counterparts, and it is this reduced weight that helps the engine rev higher. In conjunction with other lightweight components, the engine will be able to smoothly rev higher without the troublesome and often costly condition of valve float. Changing valve spring retainers is pretty easy, but you need the right tools for this job, such as a spring compressor. If you don't have such anomalies in your toolbox, any local speed shop can do this job for you. It takes all of about five minutes to do both heads.

It goes like this: The retainer is kept in place by two valve stem locks that are kinda like a cone split in two. Since the valve spring is under pressure, the spring compressor collapses the spring (photo 2) so that the locks can be removed, then it gently relaxes the spring so that the retainer can be changed. Sometimes the locks or the retainer will stick, so don't be shocked if you see the mechanic give the retainer a tap with a soft hammer (photo 3). Panic if he's using a ball peen or even

Stock heads cleaned up with Andrews retainers, pushrods and JIMS solid lifters.

The mighty Andrews valve spring retainer at work.



Remember, no ball peen hammers, claw hammers or crescent wrenches here!

Photos: Erik Falconer

Now the heads are done and ready to go back on the engine. High revs here we come!

worse, a claw hammer or a crescent wrench. A light smackeroo with a soft hammer will let the lock and retainer separate easily. When the new retainers are installed, it's usually a good idea to give them another tap with the soft hammer just to ensure that they are all seated in correctly.

Once the new retainers are installed, the heads can be bolted back onto the engine along with the new lifters and pushrods. Coming up, we'll delve yet again into the whole piston-to-valve clearance thing so that you'll be able to get the most cam into your engine and do it safely. Stay tuned. —*Wordman*

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E-77 $125.95
Big Twin Clutch Kit
E-730 $22.95 & up
FXST Oil Tank
E-801 $120.95
Wide Front Ends
Single Disc Assembly:
(Replaces stock length late '77-'84show type front ends, BUT will fit anyB/T '49 & up using "bannana caliper")
Polished Lower Legs E-114 $488.95
Chrome Lower Legs E-114A $597.95
Dual Disc Assembly:
(Direct Replacement for'80-'83 FXWG, BUT will fit B/T '49 & up using stock '77-'84 dual disc calipers)
Polished Lower Legs E-110 $488.95
Chrome Lower Legs E-111 $597.95
Stock Length FXWG '80-'83
Polished Lower Legs E-112 $488.95
Chrome Lower Legs E-113 $597.95
2" over Stock FXWG '80-'83
Polished Lower Legs E-108 $488.95
Chrome Lower Legs E-109 $597.95
"Ladies don't forget Motorcycle parts make excellent Valentines gifts for your man"
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Black E-30 $135.95
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Heavy Metal
Hanging a Custom Rear Fender

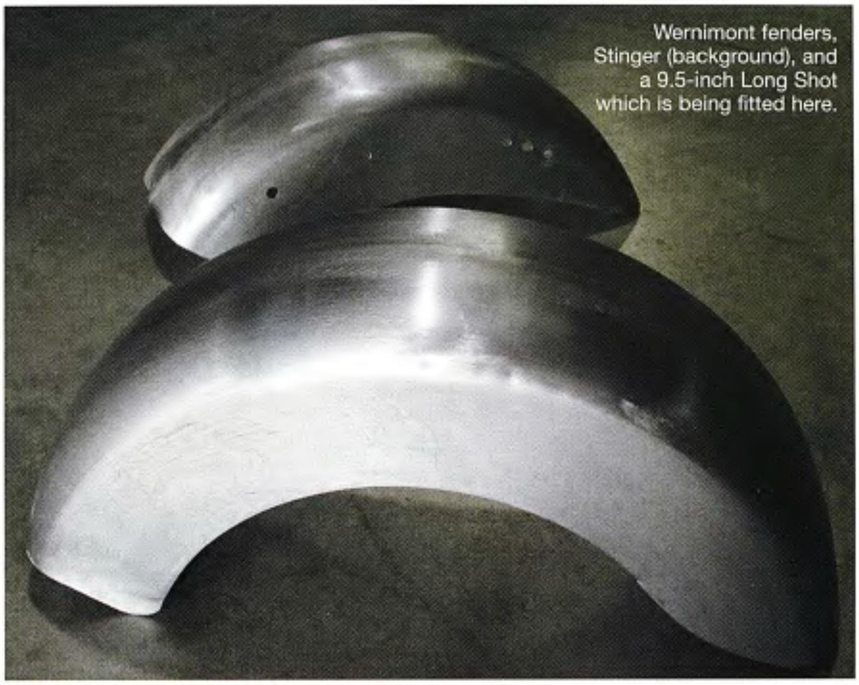
When it comes to fitting rear fenders, there really aren't too many set, specific rules that work for every piece. Sure, you've got things like wheel clearance to consider, but aside from drilling a bunch of holes and bolting the sucker on, it really boils down to finesse.

Ideally, you want to fit a new fender before you have it painted up with all kinds of zippy graphics, which could later become magnets for awful scratches and dings. Sometimes, this just isn't an option, so you have to learn extreme caution and patience lest your painter kill you with a lethal blast of Imron to your defenseless nasal cavity.

So let's have a look at the basic process. Tire clearance is the key on any chassis, even rigids. This was proven to me one day after a 110 mph blast down my favorite stretch of lonely highway, when we arrived at the first stop and noticed a nifty groove down the middle of my Avon 200-16. In trying to improve the rigid's ride with lower tire pressure, the high speed made the tire grow radially (kinda like a dragster tire grows when they pull a hole-shot) and it hit one of the lower mounting bolts. It was a bit of a fright since there was almost 3/8-inch of clearance to that one particular bolt head from the tire. Fortunately it only made a shallow groove, but the fender was eventually replaced with a custom Russ Wernimont Designs fender that fit the tire better and provided more clearance. Lesson learned. Thanks Russ.

With the bike shown here, Wernimont sheetmetal was also used. Russ fabricated one of his trademark smooth steel fenders (photo 1) at a special 9-inch width for this bike. Starting out with clean, straight sheetmetal is always a plus, so if any surface rust has formed on your fender, scrub it off with some Scotchbrite so that the surface is uniformly clean. This will keep your eye on the details and not distracted by the hideous, dirty finish.

At any rate, if you're setting up a bike with rear suspension, it's best to get the rear wheel up where it would be at maximum compression. Most shock absorber manufacturers will tell you how short the eye-to-eye distance is when


Wernimont fenders, Stinger (background), and a 9.5-inch Long Shot which is being fitted here.

With the rear wheel set at max compression height, a piece of rubber hose is laid over to provide wheel to fender clearance for extra safety.

The new Wernimont fender is set in place and checked against the seat pan. Everything lined up just right.

their shock is at maximum compression (this length will be shorter for standard swingarm bikes like FXR and Dynas, longer for Softails). In this instance, Progressive Suspension provided the compressed length for the shocks used on this bike, which happened to be 10.5-inch, so we made up some quick and dirty struts out of aluminum from the scrap bin that represented the length of the shocks at full compression (photo 2). This way, instead of trying to compress the rear suspension, the struts would hold the wheel in place while the fender was fit to the bike. This is an important step since any error in wheel clearance can spell danger if not outright disaster.

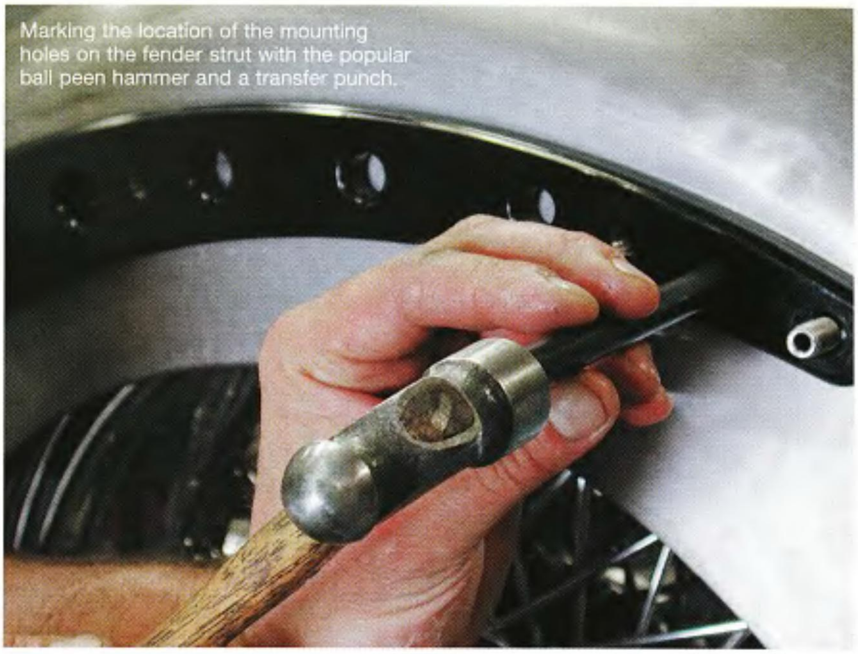
And this is where the rigid folks can step back into the conversation, because once the rear wheel is situated, you can then add in some safety clearance between it and the fender. An easy way to do this is to take rubber hose, like heater hose or air hose, as used here, and drape it over the center of the tire. Now you can lay the fender over the wheel and let it rest on the piece of hose, and this will give you your first idea of how it will look on the bike.

One of the first things you can do is set the seat (or seat pan, if you're building a custom) in place to check its orientation to the curve of the fender (photo 3). If you are running a solo seat or are having a totally custom seat pan and seat made, then this isn't necessary. Most of the time, the seat will blend in with the fender when you've got things situated correctly, which tells you that you're on the right track. Now you'll want to take some measurements along various points of the fender struts checking the distance from the bottom edge of the strut to the lip of the fender on each side. Keeping these numbers equal from side to side will make sure that the fender looks correct and hangs properly.

Now when it comes time to begin drilling holes, do one, maybe two holes at a time. Ideally, choose the first hole you want to drill, then mark it with a transfer punch, scribe or pencil and drill the hole (photo 4). For best results, use a center drill, and when you are ready to drill the final hole size (usually 3/8-inch) choose a drill that is one or two sizes over. For instance, on a 3/8-inch mounting hole, try a 7/16 drill. This may be necessary due to irregularities in various frame, strut and fender manufacturers' tolerances, which combined makes precise fitment of sheetmetal virtually impossible. The bike shown here was a ground-up custom, so there were some cumulative errors that required some special fitting. No worries, because this is what large diameter fender washers are made for. Just don't drill the hole too large, and make damn sure it's in the right place. The last thing you want is the edge of some gargantuan mounting hole peeking over the edge of your fender strut. Absolutely nasty business.

Once the first hole is drilled, deburr it and set the fender back over the wheel. Thread a mounting bolt though it leaving the fender loose, and mark your next hole. You can either work side to side as you go, or do one side completely, then the other. That part is up to you. But, if you keep a careful eye on the measurements mentioned earlier, your fender will look square (photo 5). This will take a while, depending on the design of the struts you are using, but the brief grief you may encounter will make you smile when the job is done.

—Wordman



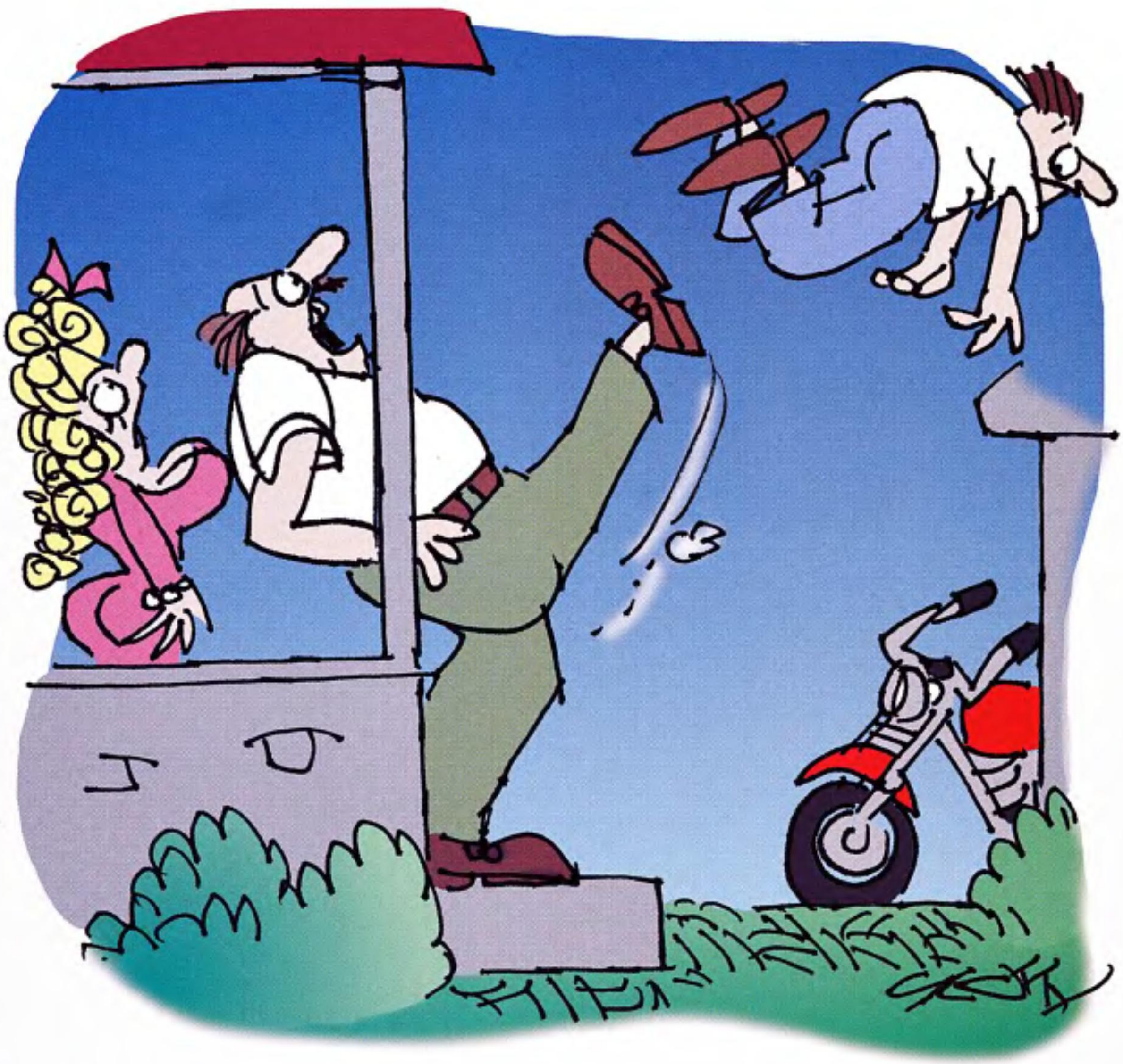
Marking the location of the mounting holes on the fender strut with the popular ball peen hammer and a transfer punch.

Now it's ready for paint. The custom 9.5-inch Wernimont fender mounted and secure. Makes ya feel all tingly, doesn't it?

Photos: Erik Falconer

Sources

RUSS WERNIMONT DESIGNS
37100 Applegate Rd.
Murriets, CA 92563
909-698-9495



"Sorry about that, young man, but my daughter didn't tell me you were biker scum!"

If you have ever taken apart carburetor from either your car, or your motorcycle, you've no doubt realized how simple they can be. Don't let this apparent simplicity fool you though, because you have to understand that an effective and efficient fuel metering device such as a carburetor, is the product of countless hours of research and development by its designers. In the end, all their work allows you to enjoy riding your vehicle under many different conditions, without having to worry about how the engine runs.

There are many ways to approach designing and building a good induction system, and we've decided to feature here a number of successful carburetor systems available today for your American V-twin. There are really a bunch to choose from, and whatever your budget, requirements, and tastes are, we're certain you'll find the carb you need right here. Be sure to talk to your local distributor or to the manufacturer directly, if you have any questions. *—Lafayette*

AFTERMARKET CARBURETORS... THIS GUIDE REALLY SUCKS!

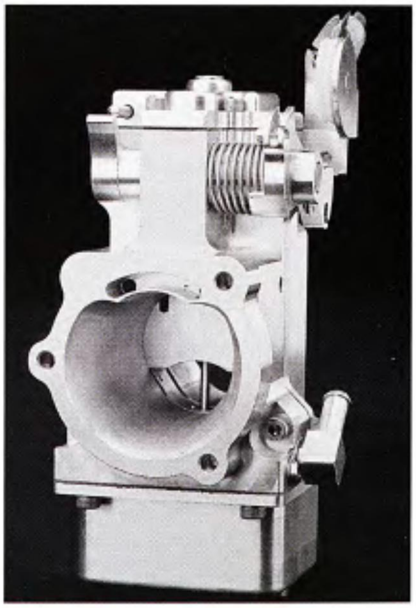
Carbs

Carl's Speed Shop

Carl's Speed Shop's striking Typhoon carburetor is cut out of billet aluminum, and aside from its killer looks, the Typhoon is also a serious contender in the field of performance carburetors. All Typhoon carburetors start life as a solid block of 6061-T6 aluminum that's CNC machined into a constant velocity 50.8mm slide carburetor. According to Carl Morrow, it works equally well on a 1200cc Sportster as it does on a 113-inch Big Twin. The Typhoon has been designed to put an end to carburetor adjustment problems. Unlike most other constant velocity units, the Typhoon has a throttle disk at the back and a slide at the front, which opens as the throttle is twisted. The engine's vacuum pulls in as much fuel and air mixture as it can properly use based on the current rpm. This "constant velocity" meters the air/fuel mix. A tapered needle regulates the fuel infusion through the entire slide range from idle to full throttle. The carburetor features a jetting system that allows the main jet and idle to be adjusted externally by hand. You can twist the throttle wide open and the engine will accept only as much fuel/air as it needs and it's extremely responsive.

Typhoon carburetor kits come complete with manifold, Barnett throttle cables, and billet air cleaner with a K&N air filter. All parts are polished to a brilliant finish.

Carl's Speed Shop, 390 North Beach Street, Daytona Beach, FL 32114. (904) 258-3777



Atomized Fuel Technologies

Atomized Fuel Technologies, Inc. introduces their new Billet Performance Carburetors for Harley-Davidsons. These carburetors offer the best of both worlds, performance and looks! Get this, the carburetors are CNC machined from 6061 aluminum, and their patented design features offer more horsepower and fuel economy. Applications for this handsome piece of equipment include Sportster, Evolution and the new Twin Cam models. If you've got to have one of these on yer scooter, call them up for pricing and availability.

Atomized Fuel Technologies, 13465 Nomwaket Rd., Apple Valley, CA 92308. (760) 240-5903

Edelbrock

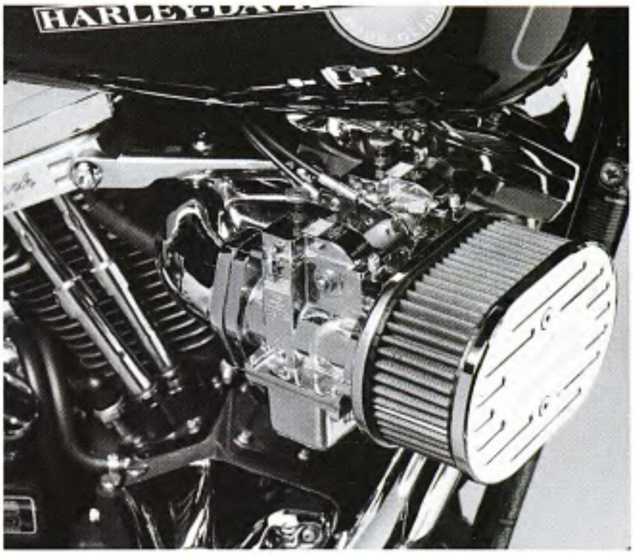
Here's something you probably didn't know you couldn't live without, at least until now.

Edelbrock's QwikSilver Dual-Carb kit allows your bike to look as trick as it is fast. These kits deliver unbelievable 'seat-of-the-pants' acceleration with outstanding top-end power. It is designed for 1984 and later Evo Big Twins (except Ultras) and 1999 and later Twin Cam models. The complete setup consists of a pair of chromed carburetors, stainless or black throttle cables, two chrome billet air cleaners and chrome intake manifold.

The carburetor kits include a complete mounting hardware and fuel line for a no-hassle installation. Please note: 1) Stock and emissions type (or equivalent) camshaft profiles are not recommended for use with dual carbs. 2) For optimum performance with dual carbs, the minimum camshaft recommendation would be: 240 degree duration at .053-inch lift and/or 40 degree overlap. 3) This setup may interfere with your leg if you are over 6 feet tall and have forward controls or foot pegs.

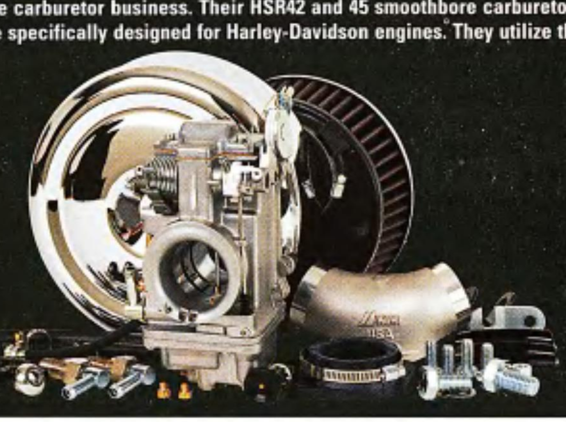
So all of you short-legged throttle twisting sickos call Edelbrock right now, and order a QwikSilver Dual-Carb kit!

Edelbrock, 2700 California Street, Torrance, CA 90503. (310) 781-2222
www.edelbrock.com



Mikuni

Aside from offering such necessities as one of the bitchinest naughty-babes-on-nasty-bikes calendars in existence, Mikuni also happens to be in the carburetor business. Their HSR42 and 45 smoothbore carburetors were specifically designed for Harley-Davidson engines. They utilize the flat slide technology to get rid of these annoying engine hiccups, backfires and flat response that are associated with the EPA-tuned stock carburetors. As a result, the HSR42 makes a lot of power, has great throttle response and is the most versatile Harley carburetor available today.



The HSR42/45 carburetor will climb thousands of feet without becoming overly rich. The Mikuni HSR42/45 is a mount-and-forget installation.

Virtually all professional Grand National racers use Mikuni carburetors. They use them because they want to win. The same throttle response that gets racers out of fast corners on the track gives the HSR42/45 the hole shot on the street.

HSR42/45 kits are available for Harleys, from shovelheads through all the Evos to the Twin Cam 88. The kits vary from easy kits for stock bike conversion to all-out racing kits for custom installations. Either way, the Mikuni HSR42/45 uses stock throttle cables for maximum ease of installation. And that's all we have to say about that.

Mikuni American Corporation, 8910 Mikuni Ave., Northridge, CA, 91324.
www.mikuni.com

Rivera Engineering

Are two carbs better than one? Hell yeah, and Rivera Engineering thinks so too! Check out this new dual-Mikuni carb kit featuring (you guessed it) not one, but two 42mm Mikuni smoothbore carburetors, Rivera's high-flow "Ram-effect" intake manifold, velocity stacks, throttle cables, hardware, and mounting instructions.

This tricker-than-trick kit provides astounding bottom-end and mid-range performance. Bolt 'em on and hang on! The Rivera Dual Mikuni kit is ideally suited for 80- to 120-cubic-inch motors, but remember, Rivera won't pay for your speeding tickets.

Also Rivera Engineering is your number one source for rebuilt SU carburetors (not shown) for American V-Twins. It provides smooth and even power and torque throughout the entire power band, with excellent cold-start characteristics, and driveability.

Although originally intended for automobile use, the SU carburetor has proven to be unmatched in performance when adapted for use on the Harley-Davidson V-Twin. The SU gives added potential over the entire rpm range, where other carburetors fail to perform.

Of the many beneficial features of the SU, the variable venturi is the most profound. With the Eliminator II, fuel/air requirements of the motor dictate venturi size, which increases automatically as demand increases. The resulting constant velocity maintains a relatively stable low-pressure area over the main jet for maximum fuel extraction and optimum fuel atomization. The result is superior throttle response at all rpm, better fuel economy, at the same time efficiency is improved meaning more horsepower and torque available to the rider.

Rivera Engineering, 12532 Lambert Road, Whittier, CA 90606. (562) 907-2600.
www.riveraengineering.com

Screamin' Eagle

Screamin' Eagle Big-Bore 44mm CV Carburetor Kit

The new Screamin' Eagle Big-Bore 44mm CV Carburetor Kit (P/N 27934-99) offers a smooth air/fuel mixture, that provides for exceptional low- and mid-range power. The big 44 bore allows this carb to effectively feed the most air-hungry engine, even at high rpms.

This easy to install kit allows you to use your stock cables, but requires a Screamin' Eagle Intake Manifold for proper fitment (P/N 29635-99 fits '90 and later Evolution 1340 models).

Screamin' Eagle 42mm Flatside Carburetor Kit

The newly redesigned Screamin' Eagle 42mm Flatside Carburetor Kit from Harley-Davidson offers a breath of fresh air in two different ways. First, by helping to unleash the full measure power stored within your Evo or Twin Cam 88, and second, by providing easy installation by allowing you to use your motorcycle's stock cables.

This carburetor has been exclusively configured by Mikuni American for Screamin' Eagle and is designed and jetted to work with the Screamin' Eagle cams, mufflers and air cleaners. You can expect exceptional throttle response and driveability along with superior power capability, even above and beyond carbs of larger bores. The carburetor kit comes in a polished version (P/N 29640-99) that fits '90 and later Evolution 1340 models and '99 and later Twin Cam 88 models, or there's an unpolished version (P/N 2964-99).

Screamin' Eagle/Holley Performance Induction System

This new Screamin' Eagle/Holley Performance Induction System for Evolution 1340- and Twin Cam 88-equipped models is comprised of a 2-barrel carburetor, with a unique open-plenum intake manifold, and a complete air cleaner and breather manifold package. It's mighty sweet!

The new induction system, designed to fit both Evolution 1340- and Twin Cam 88-equipped models, was built for race applications and has excellent driveability and crisper throttle response, thanks to the use of an accelerator pump. Both carburetors use stock throttle and idle cables.

The Screamin' Eagle/Holley Performance Induction System, fit for 1990-1999 Evolution 1340-equipped models, is offered in both satin (P/N 27970-00) and tumble-polished (P/N 280090-00) finishes. The Screamin' Eagle/Holley Performance Induction System for Twin Cam 88-equipped models is also offered in satin (P/N 27973-00) and tumble-polished (P/N 28011-00) finishes, and fits all 1999 and later carbureted Twin Cam 88-equipped models.

See your Harley-Davidson dealer, or www.harley-davidson.com. To find a dealer near you, or call toll free 800-443-2153.

Terry Components

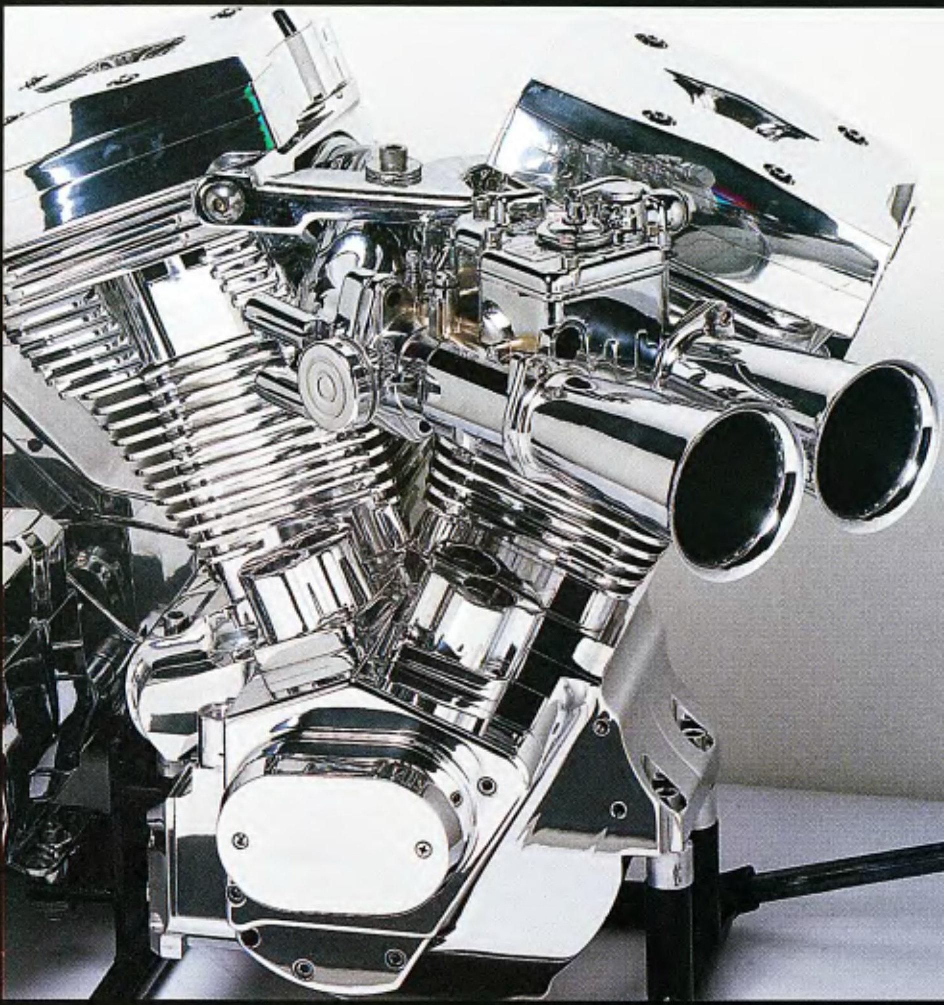
Terry Components is the only manufacturer of Weber carburetor kits for the Harley-Davidson engine package. Terry's secret comes from their manifold design, which is a true individual runner intake system. The isolation of each cylinder to an individual barrel of the carburetor strengthens the signal to the carburetor and therefore makes the Weber carburetor perform beyond many expectations.

Their runner lengths are calculated to increase the length of the torque curve across a greater amount of the usable engine rpm range. This increase of torque over time allows the Weber carburetor to really shine. The Weber carburetor is the most adjustable carburetor made today in that it is infinitely adjustable and all of the operational circuits are tunable. This includes venturi size as well.

In 2000, Terry Component's introduced the wildest carburetion system design yet. We call this system the "Double Duals." This is a system that places a Weber sidedraft carburetor on both sides of the engine, both facing forward. This system is available with 40, 45, and 48mm carburetor sizes for all engine size applications.

A Weber "downdraft" carburetor is also available for chopper builders. It is a system that puts a downdraft carburetor right in your face on the right side of the bike and stands up towards the tank of the bike. This system is available with a 44mm carburetor. This system includes all of the linkage, manifolds, carburetor, brackets and installation instructions.

Terry Components, 1111 Rancho Conejo Blvd. Unit 206, Newberry Park, CA 91320. (805) 376-2700 www.terrycomponents.com



S&S

Here's the most famous V-twin carburetor ever: an S&S. There are so many of them on the road today that many bikers may think that they come standard on Harley-Davidson motorcycles.

The "Shorty" Super E and Super G carburetors are S&S's best-selling models. The 1 7/8-inch Super E is ideal for most stock to moderate displacement street engines. The 2 1/16-inch Super G is generally reserved for engines of 96 cubic inches or more but works well on many smaller engines modified for increased high-rpm power curves.

Both carbs feature ultra-simple two circuit jetting. They utilize an adjustable accelerator pump and starting enrichener for improved throttle response and fast, easy warm-ups. The gleaming, polished finish speaks for itself.

The E and G models are available for knuckleheads, pans, shovels, Evos, Sportsters and, of course, Twin Cams. News is that Big Twin models are now fully compatible with 1990 and up stock cables as well as the '81 through '90 cables.

S&S Cycle, 14025 County Hwy. G, Viola, WI., 54664. (608) 627-1497. www.sscycle.com.

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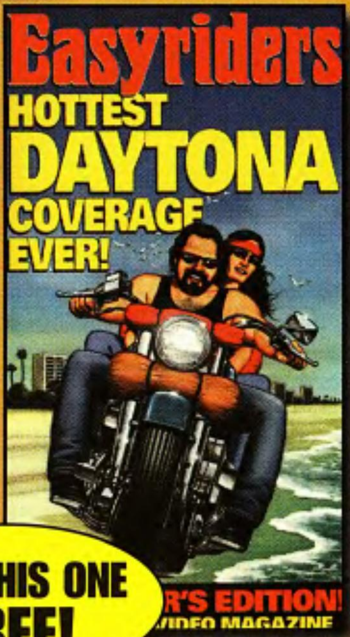

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ReadersRides

Photos: owner

Gary Olmstead
Terryville, Connecticut
1985 FXSB

Rule number one: When submitting photos of your sled for possible publication in this or any other of our rags, include your freakin' phone number! Do it so the likes of me or any other asshole in this outfit can call you up and ask you stupid questions about your ride, dammit! Otherwise you'll fall victim to the scribe's ignorant, inane guesswork regarding what he (or she) might be looking at.

Like in this case: Gary obviously did a helluva job turning his stock Sturgis into what looks very much like a Duo Glide with a Heritage paint scheme in an FXR frame. But Gary, whaddafuck! I'm glad you're getting "quite a few compliments" on your work and I can understand that you'd "love for my friends to see it in your magazine, any of your magazines."

But do you really think telling me that Bob Fernandez at Cycle Engineering was the builder, or that you've got an Andrews EV59 cam and Axtell cylinders, and an S&S carb in there is enough? You think mentioning Bill Conley at Paint Head Design Works as the painter and Vegal Polishing as the folks who buffed the thing should suffice? So the seat's from Mustang and the chrome from Atlantic Plating. BFD!

We want to know what inspired you to take a perfectly good stock bike and turn it into a perfectly good stock-looking bike? Was it the Jack? A case of food poisoning? An advanced state of syphilis? What?

Was the question of ethical relevance in context with the construction of this ethereal mutation of any import to you? Did you mean to make a statement about the current state of reciprocative bike building in general or possibly even about the anthropomorphous essence of your Harley-Davidson? Any Harley-Davidson? What, for cryin' out loud, do I tell our readers, Gary?

Dammit, Gary, you're making me look real bad here! *—Tripper*

ReadersRides

Photos: owner

Robert Smerdon
Bethlehem, Pennsylvania
1996 Sportster

Call me George Washington, but I simply cannot tell a lie: I've always been extremely fond of Sportsters made to look like big twins. There's just something inherently seductive about a powerful Sportster motor sitting, as in this case, in a Paughco rigid frame that's been stretched 2.5 inches and raked to 40 degrees. The 8-inch-over front end also adds a mighty strong touch of awesomeness to the ride as a whole.

"This started out as a bone stock 883," Robert tells us. "I found the frame, someone else's 'mistake', in a local shop and snatched it up for a song. From there, it was all uphill."

Brimming with confidence, Robert closed off the sides behind the motor with stainless steel sideplates, which not only cleaned up the look but also gave him a place to mount the ignition module.

"The stock rear caliper and mount were modified to fit the inset of the frame even after I was told it can't be done," Robert says. "Relocating the adjuster, shortening the bolt, and trimming the bottom of the stock bracket was all it took."

A Wiseco 1200 kit along with some rejetting and a high-flow air cleaner boosted the power of this monster quite a bit, which now roars through a set of Paughco upsweeps. Add a 3.5-gallon stretched tank from CCI, a Mustang seat and a 5-inch-wide Avon high profile 16-incher on the rear for the looks, and you've got yourself a downright nasty pit bull of a sled.

Robert would like us to know, by the way, that "although this is my first attempt, I've been told I did a pretty good job. I am not a builder, although I would like to be some day." Summing up his experience he points at his solo seat and the lack of rear pegs and says, "I am very happy with the results, even if the old lady ain't."

Adding to that I'd have to say that Robert's awesome Sporty really pisses me off, too, because I can find absolutely no fault with it.

—Tripper

Brad Rifner
Lincoln, Illinois
1979 FLH

Although I can't quite follow Brad's logic, I do admire his moxie, chutzpah, balls, whatever. Here we have a guy who admittedly invested $35,000 in this, hmmm, let's just call it conspicuity on two wheels. He's offering it to the highest bid, which he hopes to be "over $25,000."

Hey Bro, how do you stay in business?

But Brad's altruistic tendencies aside, there are some more rational aspects to his sled. For one, it can call some really attractive, top-shelf parts its own (but for that price, why wouldn't it?). The motor, for example, consists of an S&S lower end, an Andrews B grind cam, a set of Wiseco .030-over pistons (with a 10.5:1 compression ratio), and F&J Racing heads. The whole thing ticks to the beat of a Crane Hi-4 single-fire ignition, breathes through an S&S Super G, and pushes the whole enchilada back out via a set of Paughco dual fishtails.

Of course, the neck's been raked to 42 degrees and the CCI shocks are 1-inch under for that low-slung, slammed and stretched look that's so popular with the custom scene these days. Add to that a set of LED rear turn signals frenched into the bags, an LED tail light, a CCI stretched 6-gallon gas tank, 4-inch-over front end tubes with 6-inch-over tins, and much, much more, and you've got yourself a nice set of wheels. And the paint job, it's *lagniappe*, as we say back home in New Orleans.

Brad would like to thank Bob Gaston, Brian Moos, Big Ed, Little Bob, and Buck at Stroker Valley Cycle and Graphics for their invaluable contributions to make this indeed "a consistent show winner since its completion," according to Brad. "It's taken four first-place trophies and a second place in the six shows it entered."

Maybe that's how he makes up the 10 grand he intends to lose when he sells the bike?

—Tripper

Photos: owner

Photos: owner

Craig Baxter
Apopka, Florida
1938 Knucklehead

Nothing seems to fit better than a graybeard and a knuckle; they remind us of a bygone era when men were still real men and a bike was, well, a real bike.

Craig here concurs. "It seems we are a dying breed, as are the bikes such as this knuckle. It's a bike by a biker for a biker and not for sale."

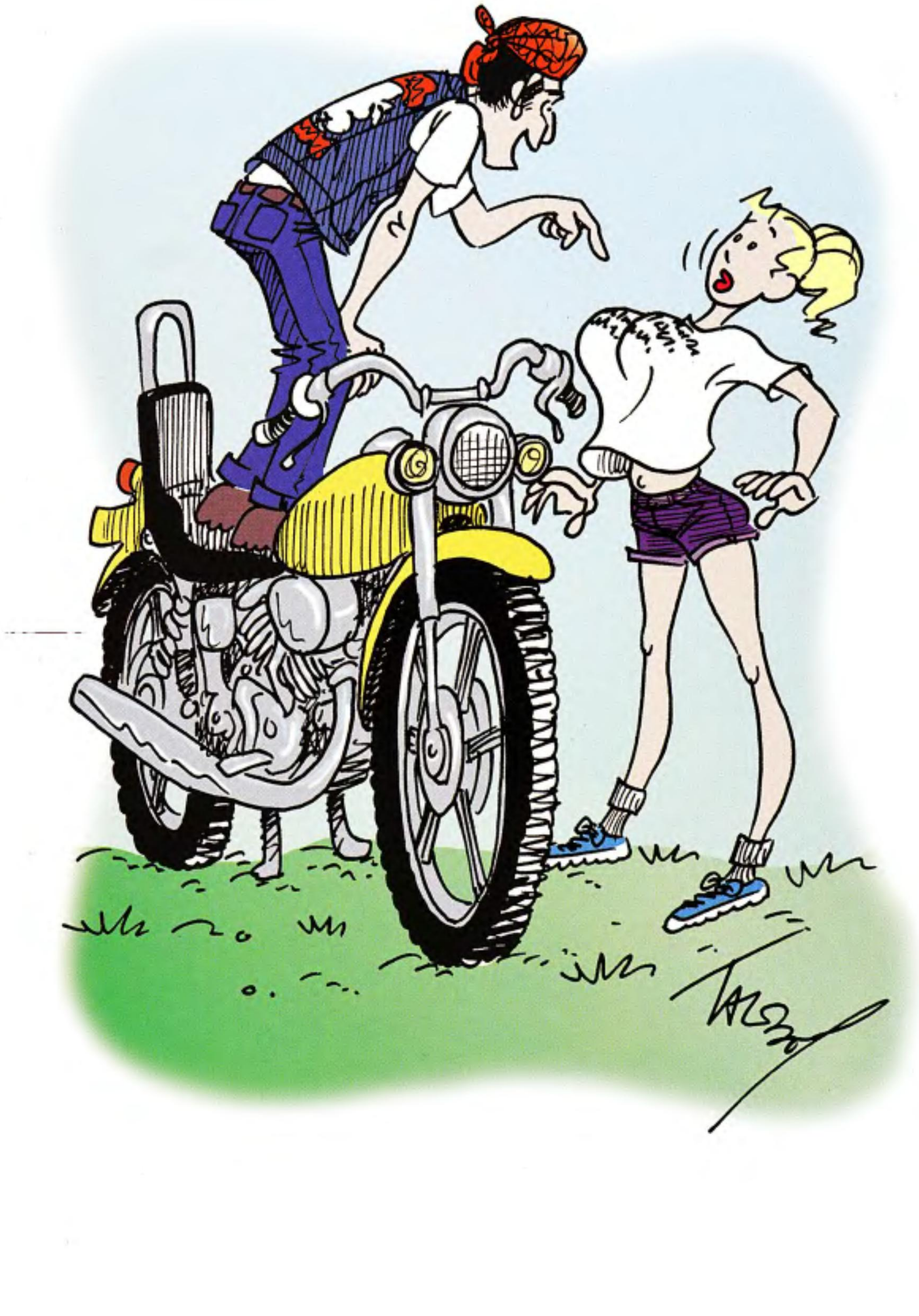
So, all you RUBS, Yuppie scum and what have you, on your billet barges out there, listen up and take notes. Craig could probably give seminars on what it means to lovingly restore an old bike and not only give it life, but a soul to boot. No off-the-shelf bolt-on parts here!

"I started this bike back in '86 as a $1,200 basket case," says Craig. "It was a pile of rust, and most of the parts weren't even right for a '38. I spent a hell of a lot of time at swap meets and had a lot of help from friends."

Having been a marine engineer for the past 30 years and having supplied the troops "with munitions and beer" during the Vietnam War might have prepared him for the uphill climb that was the restoration of this beauty. Or maybe opening up a shop some years ago in Tavares, Florida, had something to with it: a bunch of old-timers getting together with a few bottles of Jack and reliving glorious days of the past sure can inspire a guy. It was a long road for the knuck, but she's finally up and running, in no small part thanks to Chris Seagrave at C.C.R. Motorworks. "It's a good thing, too," says Craig, "because this ol' puddle jumper has slowed down to riding an Ultra and restoring my first Harley (a '61 FLH) for my son."

Don't ask me what that means, but I'm sure it's some secret code only an old-timer like Craig would understand.

—Tripper

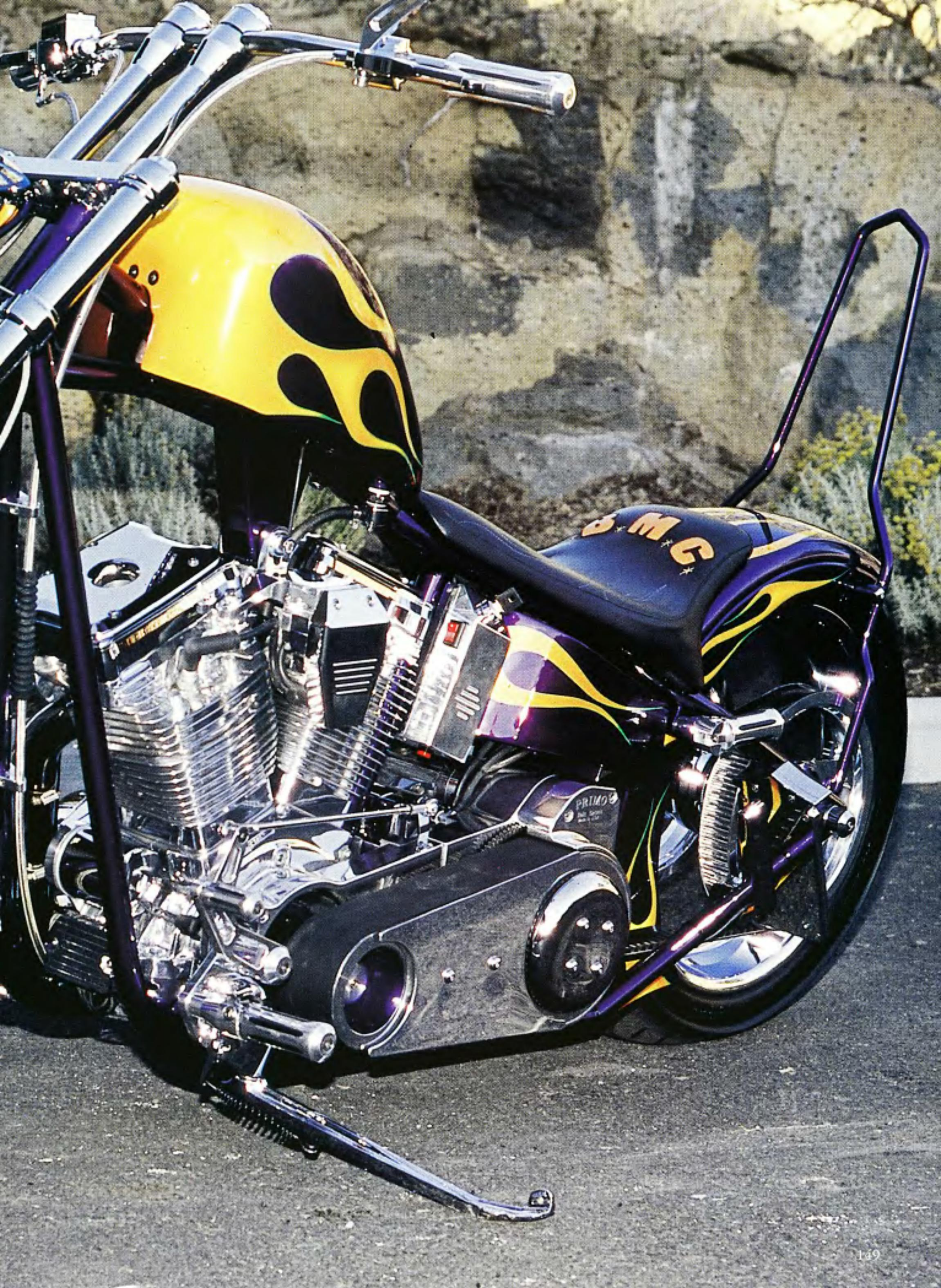


"Excuse me, miss—just trying to read your T-shirt."

MIKE ROUSE'S BMC BIG BORE CHOPPER

Notorius 918

If you're ever in Bend, Oregon, be on your best behavior... there's a new Sheriff in town. He goes by the name Big Mike and is recently transplanted from Northern California.


PRIMO

Word is he left one jurisdiction and started his own brand of style enforcement in Bend. You can't miss him. In fact, you'll probably hear him coming before you see him, stealth isn't one of his best attributes. His enforcement vehicle is also different. Besides the fact it's a motorcycle, this one has a 10-inch extended front end (the bike, not the man), on a rigid frame with a radical flame paint job. And, his partner will be some shapely lass with long legs wrapped around his torso. The tattooed Sheriff is none other than Mike Rouse and the new ride of choice is by BMC Motorcycle Company.

Mike founded American Eagle Motorcycle Company several years ago. If the name of his new company sounds familiar, BMC used to be a model he produced for American Eagle (AE). However, BMC (Big Mike's Choppers) has now become a whole new entity since Mike left the capital of fruits and nuts, for the tree-hugging splendor of Oregon in April 2000. Widely known for his retro-evolutionary designs, Mike is well-known as one of the creators of this industry's first manufactured, rigid chopper. Now his talents are being used in abundance with the startup of his latest bike building endeavor.

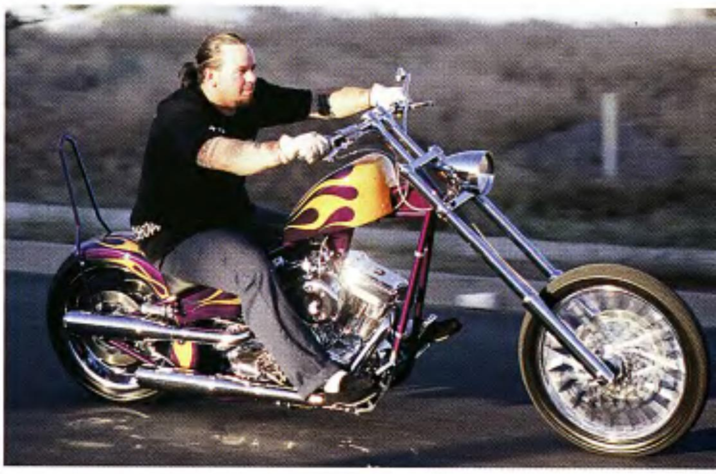
In moving to Oregon and starting from scratch, Mike is able to take a more hands-on approach to building and producing these bikes. This was not always possible at AE and became one of the contributing factors in his departure. With this line of bikes, Mike hopes to revitalize the Oregon biking scene, which has been under a small depression as of late. Not that there aren't those that like and want to ride, but there hasn't been too much of anything new and innovative in quite some time. Well, that time has come.

A brief look at the chart should be enough to make you curious enough to seek one of these bikes out, but for us the proof is in the pudding. And, since we aren't allowed to talk about the pudding wrestling we took part in to cover this story, we'll stick to just the bike. Besides, that chick kicked our asses! When most people hear the term chopper, they picture over-done front ends, high apehangers, turned-up fishtail exhaust pipes and reach-for-the-sky sissybars. As you can see here, that's not at all what BMC has to offer. The sissybar isn't *that* high.

What you'll find at BMC is a well put together motorcycle that's extremely powerful. Shown here is the 113 big-inch version, labeled the Notorious 918. At the moment, this is the model you are more likely to find at the dealer. But fear not, if 113 inches is a little too big, Mike is now ready to release his new line of the 988 TCB BMC—Harley ain't the only one who can throw a bunch a letters and numbers together! This model will incorporate the Harley Twin Cam 88B motor, with a few BMC modifications of course. It appears that with the new line of bikes Mike has again taken the lead in product design and performance.

Getting back to this 918, Mike took such a hands-on approach to this project, that he flew to Italy to specifically design the OMP components for these bikes. What Mike has finally produced is a nostalgic bike that is radically produced with up-to-date components that'll make just about anyone look like a badass. Given the warm reception the tree-huggin' State is giving him, as well as the great response from these bikes (just nine weeks from start-up, Mike had enough orders to fill production for the rest of the year) it looks like Mike and BMC have found a home, suitable for keeping and terrorizing the neighbors.

BMC offers a full line of apparel, as well as chassis kits, and parts featuring their proprietary frame, sheetmetal, and billet components. You can contact Mike at BMC Motorcycle Company, 63018 Plateau Drive, Suite #2, Bend, Oregon 97701; (541) 312-2762, or you can check out the company Web site at www.bigmikeschoppers.com. *—Oil Can*



Owner: ......Mike Rouse/Big Mike's Choppers
City:..........................Bend, Oregon

General
Fabrication: ....BMC/Chris Reid
Year/make: 2000/BMC
Model: ....BMC
Price: ....$28,000 as shown
Assembly:..........................6 weeks

Engine
Year:..2000
Model: ....BMC
Rebuilder:..............BMC/Bob Davis
Ignition: ....Spyke
Displacement: 113-cubic-inch
Lower end: ....S&S
Balancing: ....BMC
Pistons:...................................S&S
Cases:.....................................S&S
Heads:....S&S ported and polished
Cam: ....653 Red Shift/Zippers
Lifters:.....................................S&S
Carb:..........................S&S Super G
Air cleaner: ....S&S
Pipes: ....Samson

Transmission
Year:..............2000 Ultra Sharp Eye
Shifting: 5-speed

Painting
Painter:................Chris Reid/Bob V
Color: ..purple pearl/orange flames
Type: ....House of Kolor

Frame
Year:..2000
Builder: ....Daytec
Type: .... rigid

Accessories
Bars: ....West Coast Choppers
Risers: ....6-inch 44 magnum Choppers, Inc.
Handlebar controls: ......Perf.Mach.
Rear fender:.............................BMC
Headlight:......................Headwinds
Taillight: ....Ness
Speedo/dash: ....none
Front pegs: ....OMP
Rear pegs: ....OMP
Electrics: ....BMC
Foot controls: ....OMP
Gas tank: ....King Sporty
Oil tank: ....Daytec
Primary cover: ....3-inch open Primo Belt
Seat: ....Corbin
Sissybar: ....BMC
Mirrors: ....OMP
Grips: ....OMP

Forks
Type: ....custom built
Extension: ....10-inch over
Builder: ....BMC
Special features:......Tolle trees and Ness lowers

Wheels
Front
Size: 21-inch, 80-spoke Roadwing
Tire: ....Avon
Brake: ....OMP 6-piston w/ 13-inch floating rotors

Rear
Size:............18-inch, RevTech solid chrome
Tire: ....Avon
Brake:..OMP 4-piston w/ 11.5-inch floating rotors

Photos: ....Quinn Shields

"There's only enough room inside for my ol' man and his bike!"

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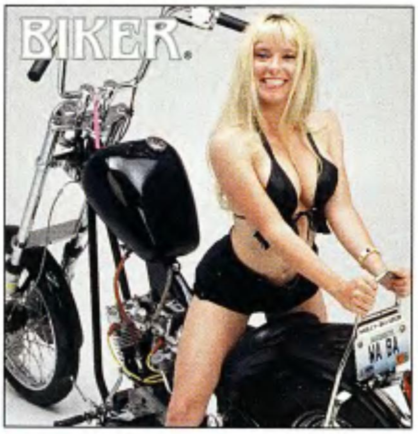
ComingAtYa

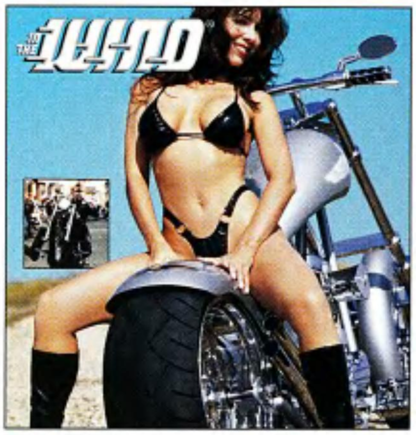
The April 2001 issue of *Easyriders* (#334) is chock full of bite-sized event coverage including the lavish Love Ride, Del Mar's Concourse D' Elegance, the far-out Fall Foliage Run and even a wild ride to Cuba where the bikers all mambo!

It's also packed with guides, from our Laconia Survival Guide, to tech guides. If that's not enough, a True Road Tale proclaims: "I Took a Dump at 60 mph". There's also the story of a biker hero known as the Cat Man, Cat Woman pinches a Batchopper, and April Foolishness abounds with wild humor and wilder wanton women wrapped around ravishing custom rides!

There's even a whoppin' 32-page annual Buyer's Guide featuring all the hottest aftermarket products for 2001! It's all blastin' your way like a nitro-powered whoopee cushion! *On sale March 6th, '01.*



Gird yer loins and reach for them high-bars! The March issue of *Biker* offers the Bean Blossom Boogie and a run from Boston, to Washington, D.C.! It's more fun than a ferret down yer pants! *On sale now*

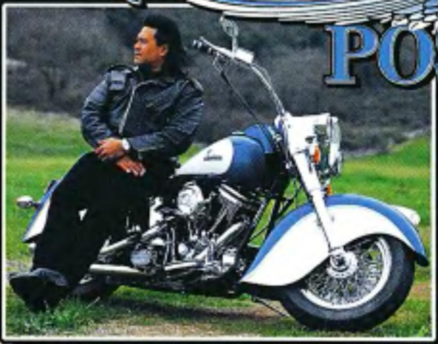


March's *In The Wind* (#104) shows off Ms. Easyriders in all her glory as well as Dave Welch's tribute to 30 years of ridin' easy. Plus, loads of flicks from the 60th Black Hills Classic. *On sale now*

The April issue of *VQ* takes you from the badlands of Sturgis, South Dakota to a lid-less Biketoberfest in Daytona Beach, Florida. In between we'll stop to gaze at some awesome bikes, and chat with Master Painter Al Martinez Jr. *On sale now*

Easyriders® BIKE SHOW TOUR 2001

FEATURING BRANSCOMBE RICHMOND AND THE RENEGADE POSSE



Show Stops

January 6, 2001
Pomona, California
L.A. Fairplex

January 13, 2001
Sacramento, California
Sacramento Convention Center

January 20, 2001
Charlotte, North Carolina
Charlotte Convention Center

NEW **January 27, 2001**
Louisville, Kentucky
Kentucky International Convention Center

NEW **February 10, 2001**
Memphis, Tennessee
Memphis Cook Convention Center

INVITATIONAL!
3-BIG DAYS
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- Motorcycle Accessories
- Calendar Girl Contest
- Door Prizes
- Tattoo Artists

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2. Return application with entry fee before deadline.
3. Show up, check-in, show off and best of luck.

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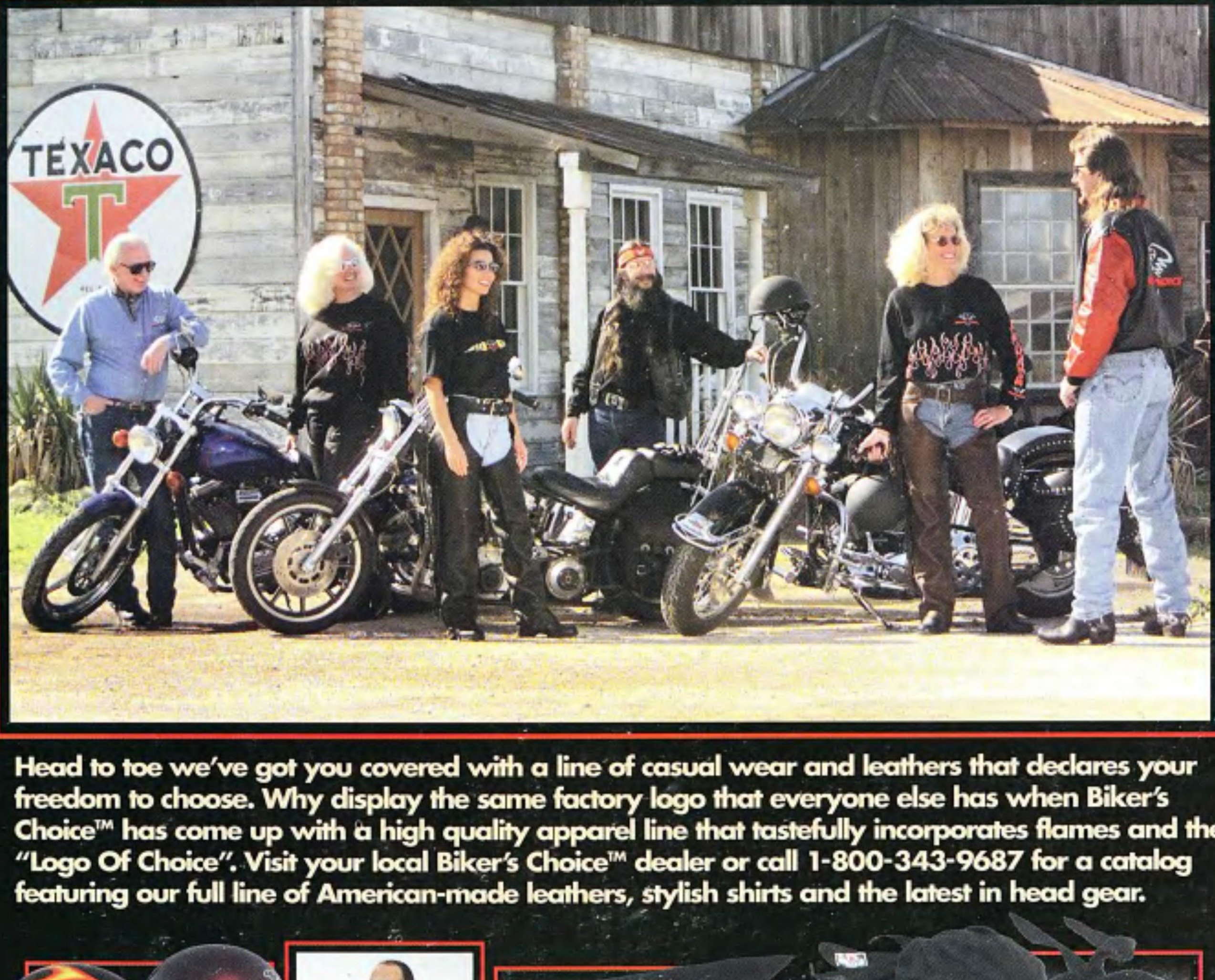

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